

INLAND



SEAS

QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

VOLUME 3

JULY ★ 1947

NUMBER 3

INLAND SEAS is the bulletin of the Great Lakes Historical Society, an organization sponsored by the Cleveland Public Library. It is published quarterly, with the cooperation of library staff members, at 325 Superior Avenue, Cleveland 14, Ohio.

Entered as second-class matter October 1, 1946 at the post office at Cleveland, Ohio, under the Act of August 24, 1912, as amended by the Act of March 3, 1933.

The Editorial Board

FRED LANDON
Associate Professor of History and Librarian
of the University of Western Ontario,
London, Ontario.

GORDON W. THAYER
Assistant to the Director and Curator of
the John G. White Collection,
Cleveland Public Library.

DONNA L. ROOT, *Managing Editor*
Head of the Division of History, Biography
and Travel, Cleveland Public Library,
Cleveland, Ohio.

Advisors

C. HOWARD ALLEN, JR.
University Editor, Western Reserve University

JOHN W. LOVE
Business Columnist, *Cleveland Press*.

CLYDE E. FEUCHTER
American Education Press, Inc.,
Columbus, Ohio.

LYON N. RICHARDSON
Professor of English and Director of the
University Libraries, Western Reserve
University, Cleveland, Ohio.

I. S. METCALF
Francis R. Morison, Advertising,
Cleveland, Ohio.

MARIE E. GILCHRIST
Associate Editor, *The Reader's Digest*,
Cleveland, Ohio.

WALTER MUIR WHITEHILL
Editor of *The American Neptune*,
Librarian of The Boston Athenaeum,
Boston, Massachusetts.

ELLEINE H. STONES
Chief of the Burton Historical Collection,
The Public Library,
Detroit, Michigan.

The subscription rate to INLAND SEAS is \$5.00 annually and includes membership in the Great Lakes Historical Society. Articles and pictures relating to the history, description, natural resources, industries or transportation of the Great Lakes will be welcomed for publication. No responsibility for statements made by the authors will be assumed. Material should be addressed to the Managing Editor.

Printed in U. S. A.
The Snyder Printing Company
Cleveland

Inland Seas



QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

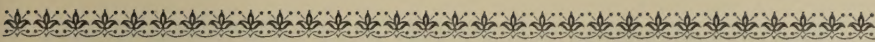
VOLUME 3

NUMBER 3

JULY ★ 1947

Contents

	<i>Page</i>
The Rockefeller Fleet, <i>by Roger M. Jones</i>	131
Horace Greeley Tours the Great Lakes, <i>by Mentor L. Williams</i>	137
The Leafield Was Unlucky, <i>by W. R. Williams</i>	143
History of Shipping at Mount Clemens (Part I), <i>by Norbert Neff</i>	145
Gibraltar Point Light (Part I), <i>by Rowley Murphy</i>	150
Hosea Rogers, Builder of Boats (Part III), <i>by Polly Tyler</i>	155
Captain William J. Taylor, Gentleman, <i>by Rev. Edward J. Dowling, S. J.</i>	169
Sidelights on the Erie Isles, <i>by Thomas H. Langlois</i>	173
A Seventeen Year Old Looks at the Lakes (Part II), <i>by Thomas Andrew Sykora</i>	180
Marine Intelligence of Other Days	185
Great Lakes Calendar, <i>by Bertram B. Lewis</i>	186
Notes	189
The G.L.H.S. Annual Report, 1946	
G.L.H.S. Annual Meeting	
Mr. Mather Retires	
Behind the Waterfront	
The Wrong Argo	
Iron Money	
Origin of Put-in-Bay	
The Great Lakes in Print	196
Book Reviews	197
This Month's Contributors	200



The Rockefeller Fleet

By ROGER M. JONES

ONE OF THE MOST famed fleets that ever sailed the Lakes was the Bessemer Steamship Company, better known as the Rockefeller Fleet. Although the company was in operation for only five years, it was one of the largest fleets on the lakes with a total of 56 steamers and barges, when it was sold to the Pittsburgh Steamship Company in 1901.

In the early 1890's John D. Rockefeller and his associates controlled extensive ore lands and railroads adjacent to Lake Superior. As was Rockefeller's custom in business deals, he entered the lake shipping business in a big way. Believing that it was necessary to carry the ore in his own ships, he formed the Bessemer Fleet in 1896. Five years later when he sold the fleet, along with his ore mines and railroads, to the newly formed United States Steel Corporation, the fleet included the largest and most modern ships on the lakes.

In Rockefeller's autobiography he describes his entry into lake shipping as follows:

After the railroad problem was solved, it was apparent that we needed our own ships to transport the ore down the lakes. We knew nothing of building ships for ore transportation, and so, following out our custom, we went to the man who in our judgment had the widest knowledge of the subject. He was already well known to us, but was in the ore transportation business on a large scale on his own account and, of course, the moment we began to ship ore we realized that we would become competitors. Mr. Gates got into communication with this expert, and came with him one evening to my house in New York before dinner. He said he would stay only a few minutes, but I told him that I thought we could finish up our affairs in ten minutes and we did. This is the only time I remember seeing personally anyone on the business of the ore company. All the conferences, as I said before, were carried on by Mr. Gates, who seemed to enjoy the work, and he has had abundant privileges in that direction.

We explained to this gentleman that we were proposing to transport our ore from these Lake Superior lands ourselves, and that we should like to have him assume charge of the construction of several ships, to be of the largest and most approved type, for our chance of success lay in having boats which could be operated with the greatest effi-

ciency. At that time the largest ships carried about five thousand tons, but in 1900, when we sold out, we had ships that carried seven thousand or eight thousand tons, and now there are some that transport as much as ten thousand tons and more.

This expert naturally replied that as he was in the ore-carrying trade himself, he had no desire to encourage us to go into it. We explained to him that as we had made this large investment, it seemed to us to be necessary for the protection of our interests to control our own lake carriers, so we had decided to mine, ship, and market the ore; that we came to him because he could plan and superintend the construction of the best ships for us, and that we wanted to deal with him for that reason; that notwithstanding that he represented one of the largest firms among our competitors, we knew that he was honest and straightforward; and that we were most anxious to deal with him.

He still demurred, but we tried to convince him that we were not to be deterred from going into the trade, and that we were willing to pay him a satisfactory commission for looking after the building of the ships. Somebody, we explained, was going to do the work for us, and he might as well have the profit as the next man. This argument finally seemed to impress him and we then and there closed an agreement, the details of which were worked out afterward to our mutual satisfaction. This gentleman was Mr. Samuel Mather of Cleveland. He spent only a few minutes in the house, during which time we gave him the order for about \$3,000,000 worth of ships and this was the only time I saw him. But Mr. Mather is a man of high business honour, we trusted him implicitly, although he was a competitor, and we never had occasion to regret it.

At that time there were some nine or ten shipbuilding companies located at various points on the Great Lakes. All were independent of each other and there was sharp competition between them. Times were pretty hard with them; their business had not yet recovered from the panic of 1893, they were not able to keep their works in full operation; it was in the fall of the year and many of their employees were facing a hard winter. We took this into account in considering how many ships we should build, and we made up our minds that we would build all the ships that could be built and give employment to the idle men on the Great Lakes. Accordingly we instructed Mr. Mather to write to each firm of shipbuilders and ascertain how many ships they could build and put in readiness for operation at the opening of navigation the next spring. He found that some companies could build one, some could build two, and that the total number would be twelve. Accordingly we asked him to have constructed twelve ships, all of steel, all of the largest capacity then understood to be practicable on the Great Lakes. Some of them were to be steamships and some consorts, for towing, but all were to be built on substantially the same

general pattern, which was to represent the best ideas then prevalent for ore-carrying ships.

In giving such an order he was exposed, of course, to the risk of paying very high prices. This would have been certain if Mr. Mather had announced in advance that he was prepared to build twelve ships and asked bids on them. Just how he managed it I was not told until long after, and though it is now an old story on the lakes I repeat it as it may be news to many. Mr. Mather kept the secret of the number of ships he wished to construct absolutely to himself. He sent his plans and specifications, each substantially a duplicate of the others, to each of the firms, and asked each firm to bid on one or two ships as the case might be. All naturally supposed that at most only two ships were to be built, and each was extremely eager to get the work, or at least one of the two vessels.

On the day before the contracts were to be let, all the bidders were in Cleveland on the invitation of Mr. Mather. One by one they were taken into his private office for special conference covering all the details preparatory to the final bid. At the appointed hour the bids were in. Deep was the interest on the part of all the gentlemen as to who would be the lucky one to draw the prize. Mr. Mather's manner had convinced each that somehow he himself must be the favoured bidder, yet when he came to meet his competitors in the hotel lobby the beams of satisfaction which plainly emanated from their faces also compelled many heart searchings.

At last the crucial hour came, and at about the same moment each gentleman received a little note from Mr. Mather, conveying to him the tidings that to him had been awarded a contract sufficient to supply his works to their utmost capacity. They all rushed with a common impulse to the hotel lobby where they had been accustomed to meet, each bent on displaying his note and commiserating his unsuccessful rivals, only to discover that each had a contract for all he could do, and that each had been actually bidding against nobody but himself. Great was the hilarity which covered their chagrin when they met and compared notes and looked into each others' faces. However, all were happy and satisfied. But it may be said in passing that these amiable gentlemen all united subsequently in one company, which has had a highly satisfactory career, and that we paid a more uniform price for our subsequent purchases of ships after the combination had been made.*

The twelve original ships constructed in 1896 by "competitive bidding," all but two of which are sailing the lakes today, were the steamers: *Sir Henry Bessemer*, *Sir William Siemens*, *James Watt*, *John Ericsson* (whaleback), *Sir William Fairburn*, *Robert Fulton*, and

*Rockefeller, John D. *Random Reminiscences*, N. Y., Doubleday, Page 1908.

George Stephenson. Barges: *George H. Corliss*, *Alexander Holley* (whaleback), *James Nasmyth*, *Alfred Krupp*, and *William LeBaron Jenney*. The *Bessemer* is now the *Wolverine* of the Columbia Transportation Company. The *Siemens* as the *Frank E. Vigor* of the same company sank in collision with the *Philip Minch* in Lake Erie, April 27, 1944. The *James Watt* is now an automobile carrier for the Nicholson Transit Company. The *George Stephenson* and *Sir William Fairbairn* are owned by the Buckeye Steamship Company. The *Robert Fulton* was traded by the Pittsburgh Steamship Company in 1943 to the War Shipping Administration for new tonnage and was one of the 29 overage lake freighters that were scrapped last year. The *John Ericsson* and *Alexander Holley* are now owned by the Upper Lakes and St. Lawrence Transportation Company of Toronto. The *Corliss* is now the *Portadoc* of the Patterson Steamship Company., Ltd. The *Nasmyth* (now *Merle H.*) and *William LeBaron Jenney* (now *Alfred J.*) are owned by the Great Lakes Lumber and Shipping Company of Fort William, and the *Alfred Krupp* belongs to the Mohawk Navigation Company of Montreal.

By 1898 the Bessemer Steamship Company had built and purchased nine more ships. The original twelve as well as the additions up to 1898 were all named for famous inventors. Purchased were the whaleback steamers *Henry Cort* (née *Pillsbury*) and *James B. Neilson* (née *Washburn*) both built in 1892. The *Samuel F. B. Morse*, 456 feet long, was built for the company in Bay City, Michigan in 1898 and succeeded the *Sir William Fairbairn*, 414 feet long, as the largest boat on the lakes. The whaleback barges *Sir Joseph Whitworth* (née *Barge 102*) and *John Scott Russell* (née *Barge 103*), both built in 1889, were also purchased. In 1897 the company brought out new the barges *Sir Isaac Lothian Bell* built at Bay City and the *Sidney G. Thomas* built in Cleveland. In 1898 the *John Fritz* and the *John A. Roebling*, both 438 feet long and of 4693 tons, were brought out from the Bay City Shipyard. Both these barges exceeded in capacity the steamer *Morse*.

The *Henry Cort* was wrecked when it hit the breakwater at Muskegan, Michigan on November 30, 1934 and became a total loss. The *Neilson* was later renamed the *J. T. Reid* and was scrapped in the thirties. The *Samuel F. B. Morse* is still in the Pittsburgh Steamship Company fleet. The barges *Whitworth* and *Russell* were later renamed *Bath* and *Berkshire* respectively, and were scrapped some years ago. The *Sir Isaac Lothian Bell* is now the *Blanche H.* of the Great Lakes Lumber and Shipping Company and the *Sidney G. Thomas* is now the *Swederope* owned by Driftwood Lands and Lumber Company, Ltd. of Sault Ste. Marie, Ontario. The *John Fritz* and the *John A. Roebling* were

sold in 1945 by the Pittsburgh Steamship Company to the Upper Lakes and St. Lawrence Transportation Company. Whereas at one time the Pittsburgh Steamship Company owned 42 barges, the *Fritz* and *Roebeling* were the only two remaining when they were disposed of in 1945.

In 1899 the *Douglass Houghton*, named for the famed geologist, who discovered iron ore in northern Michigan, was constructed and slightly exceeded the *Morse* in tonnage. The barge *John Smeaton* was also built for the company that year. She is 446 feet long and retains to this day the record of being the largest barge ever built on the lakes. The steamer *James B. Eads*, built in Chicago in 1894, was purchased in 1899. The *Eads* and *Houghton* are now both in the Upper Lakes and St. Lawrence Transportation Company fleet, the *Houghton* having been sold by the Pittsburgh Steamship Company in 1945. The *Smeaton* is now owned by the Buckeye Steamship Company.

In 1900 the Bessemer Steamship Company brought out three more new ships, the *C. R. Van Hise* built at Superior, the *General Orlando M. Poe* built at Cleveland, and the *Robert W. E. Bunsen* built in Chicago. The *Van Hise* was cut in two and taken to salt water during the first world war and when returned to the lakes was lengthened. She now has six hatches forward of her pilot house and is unlike any other bulk freighter on the lakes. As the *Captain C. D. Secord* she often tows the barge *Alfred Krupp* for the Mohawk Navigation Company. The *Bunsen* and the *Poe* still fly the house flag of the Pittsburgh Steamship Company.

In 1900 Henry W. Oliver, who in the following year was to be instrumental in forming the United States Steel Corporation and the Pittsburgh Steamship Company, was attempting to buy the whaleback fleet of the American Steel Barge Company. However, Rockefeller forestalled this move by his competitor and bought the entire fleet, 10 steamers and 19 barges, for his Bessemer Steamship Company. This acquisition brought the Bessemer fleet to 25 steamers and 31 barges. The American Steel Barge Company fleet acquired consisted of the following vessels, all whalebacks: Steamers *Alexander McDougall*, built in 1898; *A. D. Thompson*, built in 1891, *Colgate Hoyt*, built in 1890; *E. B. Bartlett*, built in 1891; *Frank Rockefeller*, built in 1896; *James B. Colgate*, built in 1892; *John T. Treavor*, built in 1895; *J. L. Colby*, built in 1890; *Samuel Mather*, built in 1892; and *Thomas Wilson*, built in 1892; Barges 105, 107, 109, 110, 111, 116, 117, 118, 126, 127, 129, 130, 131, 132, 133, 134, 137, 201, and 202, all built in either Superior or Duluth between 1888 and 1898.

The *Alexander McDougall* which was unique in that she had a conventional steamboat pointed bow but was a whaleback from the pilot

house aft, was traded in by the Buckeye Steamship Company to the War Shipping Administration on a new boat in 1944, and with the *Fulton* was scrapped in Canada in 1946. The *Frank Rockefeller* was in the Pittsburgh Steamship Company fleet until 1927, ran from Detroit to Cleveland as the automobile carrier *South Park* prior to World War II and was converted in 1943 to become the tanker *Meteor* of the Cleveland Tanker Company fleet. The *James B. Colgate* sank in the Black Friday storm in Lake Erie off Conneaut on October 16, 1916. The *Thomas Wilson* sank after colliding with the steamer *George Hadley* off Duluth piers June 7, 1902, and the *Samuel Mather* (renamed *Clifton*) was lost with all hands on Lake Huron in 1924. The *Thompson* later became the *Bay View*, the *Colgate Hoyt* was renamed *Bay City*, the *Bartlett* became *Bay Port*, the *Colby* became *Bay State*, and the *John B. Treavor* the *Atikokan*. All five have disappeared from the lakes, presumably scrapped. Of the barges, many were renamed in later years after being sold by the Pittsburgh Steamship Company. The 107 became the *Britannia*, 110 the *Badger*, 111 the *Jennie*, 116 the *Bombay*, 117 the *Providence*, 118 the *Boston*, 126 the *Batavia*, 127 the *Ivie*, 131 the *Salem*, 201 the *Cassie*, and 202 the *Fannie*. All these barges, as well as the 105, 109, 130, 132, 133, and 134 are gone from the lakes, most of them having been scrapped. The barge 129 was lost on Lake Superior October 13, 1902 when she collided with her tow, the steamer *Maunaloa*. Only survivor is the barge 137 which is currently owned by the Upper Lakes and St. Lawrence Navigation Company.

In 1901 the United States Steel Corporation was formed. So after only five years of operation in which he had built up to the largest fleet on the lakes, Rockefeller sold the whole plant, mines, ships, railway, etc., to the newly formed corporation, mostly in exchange for securities in United States Steel. The 56 Rockefeller boats all became part of the Pittsburgh Steamship Company (better known on the lakes as the Steel Trust Fleet) which with other acquisitions made a total of 114 steamers and barges in the new company.

Today, some forty-six years later, of that great fleet of 56 ships that Rockefeller sold in 1901, of the 25 steamers twelve are still sailing the lakes, nine under their original names, three with the Pittsburgh Steamship Company. Five have been lost on the lakes, and eight have been scrapped or sold off the lakes. Of the 31 barges that were in the fleet eleven still sail the lakes, six under their original names, one was lost in a collision, and the remaining nineteen have been scrapped or taken to salt water. Of the 35 whalebacks that were a part of the fleet, 13 steamers and 22 barges, only four remain: the steamers *Ericsson* and *Rockefeller* (*Meteor*) and barges *Holley* and 137.

Horace Greeley Tours the Great Lakes

By MENTOR L. WILLIAMS

IT IS ONE of the oddities of history that every historian who has written about the West has made some reference to Horace Greeley's dictum, "Go West, young man; go West," but no one has made any investigation of Greeley's own visits to the West. Greeley knew the West and its problems intimately. His programs for internal improvement and land reform were based on first hand investigation of situations. The cognomen, "Friend Greeley," so frequently heard in the back country, was an earned one, not a mere figure of speech.

There is, fortunately, a complete account of one of his many journeys to the west in "editorial correspondence" to the *New York Tribune*, June 2nd to July 19th, 1847. What makes this trip especially significant is the fact that a great internal improvements meeting, the Rivers and Harbors Convention, was held in Chicago, July 5-6. Greeley attended and reported it for the *Tribune*. Naturally, attention being focused on this convention, his letters describing his western tour are filled with information about lake travel and the need to improve the facilities for commerce on the lakes. Of the mass of material contained in these letters, only that portion which throws light on Great Lakes navigation in the forties will be considered here. It points up Greeley's unceasing concern for "Improvements."

In his second letter, dated Detroit, June 4, 1847, the editor of the *Tribune* pays a compliment to the modern comforts available on the steam vessels. Twenty years before he had walked sixty or eighty miles along the shores of Lake Erie rather than submit to the torture of lake travel. "Vivid is my recollection of hideous nights passed in clinging to stanchions or hanging limp and haggard, over the railing looking ruefully into the boiling foam that still demanded the sacrifice it disdained." By comparison, travel in 1847 was luxurious. There were three hundred cabin passengers out of Buffalo on the *Empire* (Captain Randall); the food was excellent; there was even a dance which the spectators enjoyed more than the dozen couples that participated.

An insight into the infamous lake "Combinations" is provided in this trenchant passage. It needs neither explanation nor comment.

One good feature of the Lake navigation this season is the absence of the usual Combination, whereby traveler and emigrants were com-

pelled to pay smartly not only for the steamboats which conveyed them, but also for the hardly smaller number which were laid up, under the Combination arrangement, but drawing their share of the general receipts. Now every boat runs on its own hook, and a cabin passage, including a good stateroom-berth and generous fare, is \$8 from Buffalo to Chicago, or a little less than the living would cost in a first-class hotel. Deck passengers (who "ate themselves") are taken from Buffalo to Chicago (nearly a thousand miles) for one dollar each, and have some kind of place to sleep into the bargain. Perhaps these are not the usual prices; if they are, they may be raised next week by the Combination; but they were the prices current in Buffalo night before last, when two noble boats (the *Empire* and the *Oregon*) started in opposition. Considering that, at least during the present superabundance of freight, a good business may be done, even at these rates, while a great majority of the emigrants need all they can save, I hope the rates of deck-passage will not be raised.

But the harbor at Buffalo! Greeley never was at a loss for words when describing things that needed remedying.

After the tedious process of working her way out of Buffalo harbor — which it is a burning shame to leave hardly wide enough for half-a-dozen water snakes, while the vast and rapidly increasing commerce of half a continent seeks a passage through it — she (*Empire*) was little more than twenty four hours reaching (Detroit).

At Detroit, though he was chiefly impressed with the growth of Michigan's railroads, he noted two things of interest to the "Improvement party" in his letter of June 7th. One was the offer of an agent to transport flour from Detroit by water to Montreal, thence by rail to Lake Champlain and by the Champlain Canal to Albany and New York "for the present charge from *Buffalo* to New York!" Greeley berated New York for being "blind and stupid" in not enlarging the Erie Canal to accommodate the vast trade ready to flow into the Emporium. "Is it not monstrous," he asked, "that her weight should be thrown against the Improvement policy, which is her breath of life, as in the days of De Witt Clinton?" The other was the recently constructed fort commanding the entrance to the Detroit River. It, too, was

monstrous that in this Nineteenth Century of Christ a Half Million Dollars should be spent . . . to provide a means of obstructing the passage of a navigable stream . . . while this same Government obstinately refuses to spend one-third the amount to make a Ship Canal around the Sault Ste. Marie, so as to open the largest sheet of fresh water in the world to the Commerce, Enterprise, and Industry of its own people, who now find here a most expensive and pernicious obstruction to

the westward march of Population, Cultivation, Production, and Thrift on our own undoubted soil. Still worse: have we not seen the West paralyzed and outraged by repeated Vetoes of bills providing for the most needed improvements of Rivers and Lake Harbors by a President (Polk) who never scruples to recommend and sign bills for the construction of such Fortresses as this? . . . Shall it be ever thus? . . .

After a few days spent purchasing provisions for his trip to the Copper Country, including a yoke of oxen and a supply of hay, Greeley took passage on the *Samuel Ward* for Sault Ste. Marie. Lake St. Clair, however, afforded him another chance to get in a lick for channel improvements and a dig at President Polk.

Passing out of the River (Detroit) and through the comparatively small Lake St. Clair, we found a steamboat (the *Wisconsin*) and several sail-vessels hard aground on the "St. Clair Flats", where, as I am informed, it is usual to find a far larger number of steamboats and other vessels in the same interesting predicament . . . Fifty thousand dollars well applied here would almost certainly dredge out a deep and wide channel that would *stay* dredged, as the current is so very gentle that it would not move the sand back again. Yet for want of this \$50,000 (vetoed by James K. Polk in the Harbor bills) the trade of the Lakes . . . (is) put to an expense, including that of delays, probably not less in one year than the entire cost of dredging out a clear and durable channel.

The trip across Lake Huron was foggy and rainy. Mackinac Island failed to impress the practical *Tribune* editor; it was, even in June, "among the coldest spots within the limits of our Union" although he admitted that the air was "very pure" but "apt to be in motion." The scenery of the Grand Detour, however, was beautiful and inspiring. At the Bruce Mines on the Ontario shore, the black flies were pestiferous. Shallow water at the entrance to the St. Mary's River required the unloading of part of the *Samuel Ward's* cargo to "the lighter, *James K. Polk*, (it is well that someone of that name can be put to a good use)." The captain then tried to take the boat up the river in pitch blackness but he ran aground; the passengers had to spend another night aboard. With daybreak their spirits rose, and Greeley was moved to exclaim at what he saw:

The Sault seems the most growing place I have yet seen. New piers, store houses, etc. are rapidly going up; the hotels swarm; and ores, veins, locations, companies, etc. are in everybody's mouth. Working parties are going up almost daily — or rather *boatly*, for the boats run rather irregularly. The steamboat *Julia Palmer* . . . has not been in port for the last week, but the propeller *Independence* is here, and we

hope to be off for Point Keweenaw and the American Copper region tomorrow (June 12).

In addition to giving a "much needed" temperance lecture at the Sault, Greeley commented somewhat sarcastically on the folly of shooting the falls, a sport indulged in by nearly every visitor to the St. Mary's, including his own book reviewer, Margaret Fuller. A party of nine men had attempted to descend the falls even though prevailing winds from the east had driven the lake waters back thus decreasing the flow of water over the rapids. Their boat struck a submerged rock, capsized, and three of the nine were drowned, including a Dr. Prouty of Norwalk, Ohio. "I think this will put a stop to such navigation for some time to come." But it did not.

Naturally, the need for a canal around the falls of the St. Mary's called forth the best efforts from Greeley's pen.

The want of this Canal which has hitherto practically shut the Superior region against emigration and settlement, now greatly embarrasses the development of the Mineral wealth of this region, nearly doubles the cost of Transportation, while it greatly delays and renders irregular all travel and communication. It must and will be constructed ere long, unless the Federal Government persists in the insane policy of which the Harbor Vetoes form a single factor . . .

That Greeley thought the Loco Foco policies penny wise and pound foolish can be seen from this comment, June 13th.

All the land on our shore of Lake Superior, with the Islands, belongs to the Federal Government, which has set a large price on a good part of it, and expects to sell it at that price. But on the whole Lake there is not a Light House nor any other Harbor than such holes in the rock-bound coast as Nature has perforated. Not a dollar has ever been spent on them; nothing done but to prevent individuals improving at the Sault (a reference to Federal military interference with Michigan's attempt to build a canal). The facilities for travel are such as might be expected in such a region; and these apologies for Harbors can only be entered when the wind favors. Ought not the Government to spend a small part of the money which citizens stand ready to pay for these lands, as soon as they are ready for sale, to render them accessible? Is not this the dictate alike of Policy and Duty?

Poor Greeley. The wind was unfavorable when they rounded Keweenaw Point and the *Independence* carried him past his Copper Harbor location to Eagle River. On its return it was able to put into Copper Harbor, but there was no pier and the oxen had to be pushed overboard and made to swim ashore.

Back at the Sault after a fortnight up the lake, the copper prospector again became the Whig editor. On June 29th he wrote, in part under the impact of the news that the schooner *Merchant* (which had left the Sault for the upper lake region the same day he had) had gone down with all hands, including fifteen soldiers for the outpost at Keweenaw Point and fifteen miners of the National Mining Company:

Some of the vessels in use here are new, stout and seaworthy; others just such as could be spared from service elsewhere, in which they had previously been worn out. Yet, up to this time, not a dollar has been expended by the Government upon navigation of this Lake . . . At present, a detachment of United States troops . . . has just relieved one of Regulars destined for Mexico in keeping this post (at the Sault), where there is no more need of troops than a corps of Chinese interpreters.

This in spite of the fact that there was a need for lighthouses and markers, as provided in a Bill that had made appropriation for the same mandatory at the last session of Congress. A light, he said, was badly needed at Whitefish Point, rapidly becoming known for its wrecks.

Congress has ordered a Light House to be erected here, and has provided the means; a Commissioner has located it; every month's delay is virtual manslaughter; yet the Executive pays men to air uniforms at the Sault in absurd uselessness, and leaves the Light House unbegun till another season! . . . Ten men in a month could easily put a light up there so as to answer till a Light House could be built. . .

At the Sault Greeley boarded the steamboat *St. Clair* for Mackinac. There he transferred to the *Oregon* for the trip to Chicago by way of Sheboygan and Milwaukee. He arrived in Chicago at sunrise July 4th. Because the vast assemblage of delegates to the Rivers and Harbors Convention — at least 10,000 with as many more interested spectators — had commandeered every possible accommodation, the late-comers were allowed to keep their steamer berths in the emergency.

Apart from the Mexican War, the Rivers and Harbor Convention was the most important American public event in 1847. Called by the supporters of internal improvement in protest against the executive veto of the Harbors Bill, its leaders sought to avoid the issue of "party" and concentrated on the passage of resolutions and the generation of pressure that would have weight with even the Loco Focos in the coming session of Congress. Dozens of politicians, both large and small, appeared to test the sentiment of the aroused West. Those who did not come sent letters, often equivocal, to be read to the assembly. One such letter from

Lewis Cass brought forth the disapproval of the crowd and caused Greeley to write:

(Cass) is long a citizen of the West, a United States Senator from harborless Michigan, and an aspirant to the Presidency, via South Carolina . . . Now take the actual case of the entire coasts of Lake Michigan, nine hundred miles in extent and covered with Commerce, yet without a single natural harbor or place of refuge for vessels in a storm, who can doubt that the construction of one or more Harbors is imperatively demanded by consideration of National and general well-being? No matter if they have to be made entirely—scooped out of the shifting sands and fortified by expensive piers—the very fact that they *must* be expensive puts them beyond the reach of private enterprise or local exertion. The greater the natural deficiency—the necessity for Harbors being obvious and conceded—the more palpable the necessity and thus the Constitutionality of National interposition.

Having reported the Convention (he modestly omitted reference to the fact that popular demand required that he address the gathering on the opening day), Greeley made a brief tour of inland Illinois and was struck by the amazing fertility of the soil and the vast amount of livestock that it supported. Returning to Chicago he noted that there was no good harbor there, either; “it is but the narrow bending channel of an inconsiderable creek, and greatly needs extension and improvement.” He crossed the southern tip of Lake Michigan on the steamer, *Champion*, landing at St. Joseph, “a spot which has missed, at least for the present, the high destiny sanguinely anticipated for it by the projectors and owners of its squares and corner-lots.” The remainder of his trip was hastily sketched in; he commented that Cleveland was a shady and thriving city, the most beautiful and most healthful on the lakes.

Greeley was a journalistic power in the late eighteen forties; and it can readily be inferred from the evidence presented that his power did not rest on mere bombast and tirade. He was a tireless searcher after facts. He liked especially to get the facts himself. In doing so he stuck his inquiring nose into every town and community along his route of travel; he asked questions of everyone; he invited comment and opinion; what is more, he listened to it. Truly, his hand was on the people's pulse, his mind diagnosed their economic ills, and his paper championed the political remedies. It is doubtful that any national journalist in this country understood the West as well or felt as obligated to promote its needs as did Horace Greeley.

The Leafield Was Unlucky

By W. R. WILLIAMS

THE WELL-DECK BRITISH-BUILT coaster *Leafield* was beached on Beausoleil Island, seven miles north of Midland, Ontario, during the night of August 17, 1912. The story now has triple interest, first because the accident occurred thirty-five years ago, and very few of the present generation have even heard it mentioned; secondly, because it is the unique instance in Great Lakes history of any steamer being steered around the front light of a range, and then headed for the back light; and finally, just as if this expensive beaching was a precursor of final doom, the *Leafield* with her eighteen crew members foundered on Lake Superior during the great storm of November 9, 1913.

Built at Sunderland, England, in 1892, the *Leafield* was registered at Newcastle, length 248 feet, beam 35 feet, gross tonnage 1454. Purchased by the Algoma Central Steamship Line a year or so afterward, she was brought across the North Atlantic to the Great Lakes to carry iron ore, coal and grain. Her 248-foot length permitted easy passage through the St. Lawrence canals.

The night of August 17, 1912 was cloudy and moonless. The ore-laden *Leafield*, bound for Midland smelter, had rounded the south end of Giant's Tomb and lined up with the front and rear lights of the Brebeuf Range six miles away. "Sandy" McIntyre was captain and Jack Pearson was first mate. Off Sawlog Point lay a dangerous shoal, now marked by a red flash gas buoy. Approaching this point Captain McIntyre saw from the front window of his cabin that his vessel had veered from alignment with the range lights. He at once went up the steps to the pilot house over his cabin, pushed the wheelsman aside and re-aligned the vessel. He then impressed on his wheelsman the extreme importance of keeping her on the lights, left the wheelhouse and went down the steps to his cabin.

All his crew were Canadians. Nevertheless his wheelsman was in perplexity, when after about ten minutes Brebeuf Island barred further progress. His action was astonishing. Throwing his wheel over he swung the *Leafield* to skirt Brebeuf Island, and then steered straight for the back range light on Beausoleil Island, 2400 feet distant. More than half this distance was covered before the *Leafield* grounded beside one

of the many rocky islets that dot Parnassus Cove. That is the story as related by Captain E. F. Burke of Midland.

Another version of the accident is related by George R. Osborne of Midland to the effect that Captain McIntyre lay ill in his cabin. First Mate Jack Pearson and the wheelsman felt anxious regarding the captain's condition. The mate called up an inexperienced member of the crew and ordered him to hold the wheel. The mate and wheelsman then went to Captain McIntyre's bedside. They must have remained there for about ten minutes. In the meantime the inexperienced man at the wheel over-ran the front range light on Brebeuf Island with the result already stated.

Both stories agree that the wheelsman was alone in the pilot house and unsupervised when the *Leafield* struck the rocks. A gash 140 feet long and 15 feet wide was ripped in her bottom. She was out of service for two months. Salvage and repairs cost \$15,000.

On Sunday, November 9, 1913, the reconditioned *Leafield* with a new commander in the person of Captain Charles Baker, of Collingwood, was down to full draught as she carried a cargo of steel rails from Sault Ste. Marie to Port Arthur. Seventeen other Collingwood men completed the crew, including Alfred Northcott, first mate, with Mr. and Mrs. Willomett as first and second cooks.

That Sunday of 1913 is still the blackest day in the history of navigation on the Great Lakes. The 248-foot well-deck freighter received such a terrific pounding from the fierce northerly gale that she foundered in deep water with her entire crew, possibly in the vicinity of Angus Island, fourteen miles southeast of Port Arthur, although no trace rewarded the search for her.

History of Shipping at Mount Clemens

By NORBERT NEFF

PART I

THE EARLY SETTLERS along the Clinton River (then called the "Huron") were French fur traders attracted by the innumerable beavers found in and along the marshy bottom lands which were fringed by heavily timbered hardwood forests. It is probable that the first water-borne craft of any kind to navigate the Huron down to Lac Otsikiti, as Lake St. Clair was then known, were the flat-bottomed batteaux built along the banks in favorable spots by the French "cour-*eur-de-bois*." These hardy pioneers brought their peltry down into the settlement called "Detroit," which was protected by the stockade fort called "Pontchartrain," traversing a route that a century later was furrowed by the keels of many fast little passenger boats running in and out of the Clinton to the new mecca of world tourists, Mount Clemens, a spa renowned for the healing qualities of its mineral waters.

The earliest recorded mention of settlement of the Clinton River area is that of the advent in 1750 of a white boy of about fourteen years of age who was kidnapped by the Chippewa Indians from his home in a section of Virginia. During the course of their roaming travels a group of these red-skins found their way into the bountiful beaver and game country along the stream which divided into three branches. They found the area much to their liking and made a more or less permanent camp somewhere in the general vicinity of the then undreamed of Mount Clemens.

This white lad was adopted by the Chippewas and seems to have been content to remain with them for many years in this section of the country. However, he returned to Virginia for a while, making the acquaintance of a young woman of his own race, whom he wooed and won. After an interval he brought his bride back to his chosen land and after another period of several years, the young couple were given a large tract of land under the terms of a treaty made with the Chippewas by the government. The Indians were insistent that the young adoptee be given this land by the government because of their affection for him.

Thus began the occupation of the site of Mount Clemens and what

is now Selfridge Field, by the founder of a family whose name meant much in the economic life of the area for a century and more, and whose descendants are still honored residents. They treasure many recollections of the exploits of the adventurous William Tucker, the kidnapped white boy. His direct descendants built the steam-barge *Lily* known for twenty years as the principal carrier of coal to the winding Clinton River and the "Bath" City at the head of navigation there.

Before leaving the adventurous William Tucker, it should be noted that it was he who learned of the conspiracy being plotted by Chief Pontiac, and who warned General Gladwin, commander of the garrison at Detroit, of the plot.

So for years the quiet waters of the Clinton were undisturbed by few craft other than the Indian canoes and the French skiffs and batteaux. Then in 1795, General Lewis Cass sent out surveying parties to explore and map the wilder country around the area north and east of Detroit. One of the parties was seeking a route along the higher lands or ridges some distance back from the marshy shores of Lac Otsikiti. On a certain day, supposed to be in September of 1795, one of the surveying party, Christian Clemens, came upon a slight rise or elevation bordering upon the Huron River and the party halted for rest and food. One of the surveyors, it is related, remarked: "Mr. Clemens has brought us to this rise; let us call it Mount Clemens." This was agreed to by the party who so designated it upon their maps. (Several other legends explain the method of naming the place.) Two years later one John Brooks built a distillery upon the banks of the river near the place of discovery. He operated it for a period and then sold it to the same Christian Clemens, who had taken up residence in the new village, and a partner. Again there was a minor commercial aspect to water-borne transportation on the placid river, the settlers in some instances carrying grain to the distillery in their flat-bottomed craft or canoes.

Perhaps twenty-five or thirty permanent homes had been built in Mount Clemens by 1812, but during that year many settlers removed to Detroit to seek haven there from the threatening, marauding Indians. However, some of the hardy band remained and after the 1812 disturbance had been settled the population was increased from time to time. In 1822, which was fifteen years before Michigan became a state, Ellis Doty built a rather pretentious general store. He had an active trade and it is related that much of the trade goods and wares were transported to and from the settlement and his store by water.

So the background of later commerce and shipbuilding on the Clinton River was established by the adventuresome French, and the kidnapped William Tucker.

In the early days of shipping along the waters adjacent to Detroit and Mount Clemens, the principal cargoes were commodities raised, produced or developed locally, such as timber and forest products, grain, farm produce, ice, marsh hay, pottery clay, gravel or sand and wood and later coal for fuel, with other miscellaneous material. Processed materials or manufactured articles formed a certain amount of the tonnage carried. The tide of immigration from the eastern seaboard also contributed to the business enjoyed by the passenger ships or packets.

Thus the shipping used was developed locally. The early records give, as the place of building or origin of many of these small vessels, "Swan Creek" (Fair Haven); "New Baltimore;" "Harrison" (the present Harrison Township); "New Liverpool" (an early settlement on the lake near the present location of Tassie Tavern); "Salt River" or "Salt Creek" (an early settlement at the mouth of the present Salt Creek at Shinska Point); "Belvedere" (an early village projected along the east bank of the Clinton near the present Denmark site) and, of course, Mount Clemens and Lakeside.

The shipbuilders appear to have been recruited from the ranks of the settlers and many of them were not artisans. The few skilled workers were those who had been trained in the old country or in salt water shipyards along the Atlantic Coast. In many cases the builders were also the designers, and almost as frequently they were also the owners and skippers of the vessels so built. Small wonder that these early ships were more utilitarian than beautiful, more practical than graceful, and they seldom established records for speedy passages.

In most instances the waters traversed were shallow, tortuous and entirely without improved channels or aids to navigation of even the crudest sort. "Local knowledge" was the rule in navigation. The designs were of course also influenced by this situation. The craft were usually scow-schooners, bluff-bowed with boxlike hulls and almost flat-bottomed with center-boards. One of the advantages of this type of construction was that these ships, required by the nature of their cargoes and trade to load and unload in shallow water, could also be beached for repairs or hauled out practically anywhere along shore by means of timber runways and rollers with ox-teams and capstans as motive power. Launching was accomplished by reversing the process or kedging off with lavish use of soft-soap on the skidways.

The first ship, other than small skiffs, batteaux, etc., built along the Clinton River, was designed and built by Isaac Russ for Christian Clemens. The year was 1821 and the place of building was not in a shipyard at the water's edge; it was a cleared lot or space almost at the present location of Court and New Streets.

When completed to the point of launching, the builder was somewhat astonished to discover that he had a long way to go to take the craft to the river. Practically every man and Indian for miles around who owned a yoke of oxen or a pony and could be prevailed upon to assist, was summoned to the scene. Long timber "ways" or skids were laid; the ship placed upon rollers and with six yoke of oxen and twenty-four horses pulling, it started toward its element. The high bank at the foot of Court Street seemed an insuperable difficulty, so they attempted to go around the corner at the Fleumer store. The ship slipped sideways of the timbers and became almost hopelessly stuck in the sand.

After using up practically all the home-made soft soap and tallow in the village, the vessel was finally rolled back upon the cradle and at last launched at the foot of the present Market Street. With suitable ceremony it was christened *Harriett* in honor of the eldest daughter of Judge Clemens.

The *Harriett* afterwards made a trip to Mackinac and Sault Saint Marie. It is related that while somewhere in Lake Huron, the captain of the ship lost his compass overboard. He anchored the ship near shore, made his way to the land, borrowed a pony and made his way overland through the forest and thickets, finally arriving at Detroit. He secured another compass, returned to Lake Huron by taking passage upon another early vessel, swung ship and finally proceeded on his interrupted journey. In good time the *Harriett* arrived at her northern destination.

The success of the inland canals in the eastern part of the country inspired certain promoters in Michigan, especially those who were interested in shipping, to seek a means of shortening the long, outside lake traverse to Chicago and the settlements along the west shore of Michigan. It appeared that if a canal could be built across the state, using the existing waterways such as the Clinton, St. Joseph or Kalamazoo Rivers as much as possible, the route could be cut to less than half the distance. Also, and probably more important, the dangers of the gales experienced in the open waters of Lake Huron, the Straits of Michilimackinac and of Lake Michigan could be avoided.

Accordingly work was started at the easterly terminus of the proposed canal and sections of the waterway were completed between Mount Clemens, Utica and Rochester, Michigan. However, the project as a whole was never accomplished and however worthy the idea, the ambition was never realized. It is interesting to speculate upon the possibilities of such a project, especially inasmuch as from time to time the matter is revived and at least given discussion.

Two of the stories concerning the Clinton-Kalamazoo project are worth repeating. The first has it that the venture was purely political,

being the guise under which many hundreds of Irish and other pick and shovel men, all being good Democrats, were brought into the state in order to qualify for voting and thereby turn the balance of party power against the other parties.

The other story, on the word of a former editor of the *Utica Sentinel* is that sections of the canal having been completed, the "Boy Governor" of Michigan, the Honorable Stevens T. Mason, was invited to be the honored guest at the grand event celebrating the opening of such sections. Accordingly a large crowd assembled at Utica and after suitable speeches, fireworks, feasting, etc., the dignitaries were embarked upon one of the canal boats built to traverse the completed canal. To the horror of the promoters and others it was discovered that the craft was several feet wider than the lock walls.

The sections referred to at Rochester and Utica are still in a fair state of preservation after more than 105 years and may still be seen there. The winding canal road from Utica to Mount Clemens parallels the route of the canal.

(This article will be continued in the next issue of INLAND SEAS.)



Gibraltar Point Light

By ROWLEY MURPHY

PART I

We bridge across the dark and bid the helmsman have a care.
"The Coastwise Lights"
Rudyard Kipling

IN COMPARISON with many other North American cities, present day Toronto appears to have a singular interest in destroying the old. "Let's tear it down or smash it," seems to be a well developed modern sentiment. Beauty and utility have been produced through all ages and the fact that a vessel, building, or object has given good service and pleasure to the eyes for a long period should be a powerful reason for its preservation; at least, until a modern equivalent appears.

Many Torontonians, therefore, feel grateful that a building as ancient and beautiful as Gibraltar Point Light, which apparently is the oldest building in Toronto still used for its original purpose, is preserved and will continue to serve lake shipping as it has without interruption for the past 138 years.

The capital of Upper Canada in its early days of settlement was at Newark or Niagara, now Niagara-on-the-Lake, just across the Niagara River from the present Youngstown, New York. Due to the increasing possibility of war with the young United States, Colonel John Graves Simcoe, Lieutenant-Governor of Upper Canada, decided in 1792 to move the capital northward across Lake Ontario to Toronto, which he re-named "York." Under the French regime before the Conquest, Toronto had been the scene of a considerable French fur trade, and a fort for its protection called Fort Rouille, 1749-1759, had been built on the lake shore about midway between the present western entrance of Toronto Harbour and the Humber River.

There was in 1792 considerable traffic between the capital at Niagara, and the site of the new one at "York, late Toronto" where a town and defenses were built of the splendid timber standing there.

With the establishment of York as the new legislative centre, a regular and increasing lake commerce was soon in operation between Kingston, the naval and military headquarters on the lake, Toronto or York, and

Niagara or Newark. The vessels used were those of the Royal Navy on Lake Ontario, several topsail schooners, though there were some square-riggers and a growing fleet of schooners and a few sloops built for commercial purposes. Many of these commercial vessels were armed in 1812 and gave good service.

It was necessary to provide protection for this increasing fleet, so that an Act was passed in 1803 for the establishment of three lighthouses, one near Kingston, one at Niagara and one at York or Toronto.

John Ross Robertson in his valuable and indispensable *Landmarks of Toronto* says:

One of the first, perhaps the very first necessity of a Port, is a lighthouse. Although such a guide to lake navigators was projected and begun at a very early period (1797-98-99) it was not finished until York had become quite a village. A lighthouse was begun on what was then York Peninsula, but is now Toronto Island at a point known as Gibraltar Point before the close of the 18th century. The building then begun (1797-99) was evidently not completed, for in 1803 an Act was passed by the Provincial Legislature for the establishment of lighthouses on the southwesternmost point of a certain Island called Isle Forest, situated about three leagues from the town of Kingston in the Midland district, another upon Mississaga Point at the entrance to the Niagara River near the town of Niagara, and the other upon Gibraltar Point.

It was not practicable to carry the Act fully into effect before 1806 at the earliest. According to the Act, a fund for the erection and maintenance of these lighthouses was to be formed by levying three pence per ton on every vessel, boat, raft or other craft of ten tons burden and upwards doubling the point named, inward bound. That lighthouse duty should be levied at a port where there was no lighthouse became a grievance, and in 1818 it was enacted that no vessel, boat, raft or other craft of the burden of ten tons and upward should be liable to pay a lighthouse duty at any port where no lighthouse was erected, any local law or usage to the contrary notwithstanding.

But the lighthouse at York was not completed until 1808 at the earliest, for in the *Gazette* of March 16th of that year the announcement is made that a lighthouse is about to be immediately established at Gibraltar Point at the entrance to York Harbour. The *Gazette* remarks, "It is with pleasure we inform the Public that the dangers to vessels navigating Lake Ontario will in a great measure be avoided by the erection of a lighthouse at Gibraltar Point which is to be immediately completed in compliance with an address of the House of Assembly to the Lieutenant-Governor."

At another place the *Landmarks* says, "It has been stated that a lighthouse had been commenced at this place (Gibraltar Point) in 1799 or

even a year earlier, also that the schooner *Mohawk* had been employed in carrying stone from Niagara for building purposes, and that the building had begun." This may indeed have been so, as protection here for vessels was badly needed, so that the beginning of what is now Gibraltar Point Light appears to have been a private undertaking.

The most dangerous part of the approach to Toronto Harbour was and is the south-western corner or point of the former Peninsula, now Island. It is surrounded by continually shifting shoals and banks of sand with frequent and noticeable changes in the shoreline as well as the bottom. It was here obviously that protection was needed, so that close to this point the lighthouse buildings of the dates specified by Mr. Robertson were placed. There appear to be no definite records of the earlier lighthouse mentioned at this point, so that our interest lies in the building now standing on this site called "Gibraltar Point" Lighthouse or Toronto Lighthouse.

This building, begun in 1806 or 1807 and completed and with the light first in use on the evening of September 30th, 1808, is a well designed hexagonal shaft of light grey (later whitewashed) Queenston limestone.

The walls are six feet in thickness at the base and four feet at the top, where the balcony surrounding the lamp room is placed. The diameter of the building is 22 feet at the base. The height of the tower was originally 52 feet from the ground to the floor of the lamp room where the light is installed, which was formerly at the top of the long angle of the sloping walls. In 1832, due to the greatly increased lake trade, the range of the light was increased by the addition of 12 feet in the vertical section above the point mentioned, making the height to the lamp room 64 feet. The total height of the lighthouse from the ground to the top of the weather vane is 82 feet.

The balcony or gallery around the cage or lamp room and the cage itself, were originally built of wood, and when the tower was raised in 1832, were re-constructed of that material. An improved white fixed light was included in the improvements of this date. In 1878 when the revolving light was installed, the cage or lamp room had its entire floor, walls (with the exception of the heavy glass windows in the lantern) and roof re-constructed of iron, so that the whole upper section of the building is as fireproof as possible. The floor or deck of the gallery, however, and the supporting brackets, remained of wood, if memory serves.

This precautionary measure was a wise one, because in 1879, only a year after the substitution of iron for wood was made, the weather vane was struck by lightning which travelled down the walls, cleaning off all whitewash inside, and damaging the steps up to the lantern, so that the

keeper climbed with difficulty. There was no damage to the structure of the tower, however.

The Queenston limestone used for the tower of the lighthouse was brought across Lake Ontario in H.M.S. *Mohawk*, a topsail schooner of 80 tons carrying 12 guns and completed in 1795. She was part of the Royal Navy of that date on Lake Ontario. Her launching at Kingston on May 14, 1795 was viewed by Mrs. Simcoe, wife of the Lieutenant-Governor, and mentioned in her invaluable diary.

The addition of 12 feet to the original tower in 1832 was of Kingston stone, and improves the appearance of the building, as it repeats the lines of the vertical section at the base. At the east side on the ground level is the handsome arched entrance doorway to the structure.

It is known that one John Thompson, who once aided General Brock on an important mission, was one of the stone masons employed in the construction of the building. It is regrettable, however, that the name of the designer of the lighthouse seems to have been lost, but his ideas of good design as well as his engineering knowledge could well be commended to present day architects. If one is not impressed by its distinction of form and proportion, or knows or cares nothing of its value to those at sea, consider the problem of successfully placing so great a height and weight with as small a base area, on the sand! C. H. J. Snider has very kindly given the information that the lighthouse is built on a huge hexagonal oak crib which goes down deep in the sand and provides solid foundation.

It has withstood the battering of wind and weather for 138 years, and also, the noticeable changes of the shoreline from the same cause. As, however, the island is low, the lighthouse has been in greater danger in high water years on the lakes when erosion has caused as great damage on Lake Ontario as elsewhere. This has been especially noticeable since, and including the year 1943, when an artificial raising of lake levels by hydro power interests was carried out with little thought of the effect on property. To the credit of the designer and builders of the foundation crib and the building above it, the lighthouse still stands as erect as when built.

The lights used in Gibraltar Point Lighthouse have seen more alteration than has the appearance of the tower. The first light from 1808 until 1832 was fixed, white, burning sperm oil.

When the tower was raised in 1832 an improved fixed white light appears to have been installed. After 1863, coal oil was used instead of sperm oil, about 200 gallons being required for the season of navigation.

In 1878 a new white revolving light took the place of the fixed white light. This revolving light was one of the best and most powerful in

North American waters. It could be seen 30 miles at sea on clear nights or 14 to 20 miles in average weather. There was one revolution of the light every minute and 48 seconds. The writer well remembers the brilliance of this flash of light in his bedroom window when he lived nearby.

The power to revolve the light was provided by simple and efficient means. A cable with a heavy weight on one end was wound on a drum every 14 hours by the lightkeeper. The weight travelled down the tower of the lighthouse, causing the cable to unwind and revolve the drum, which in turn was geared into the shaft which revolved the light backed by powerful reflectors. This mechanism was very heavy and strong and (from memory) appears to have worked with very little trouble. It was lost or destroyed when the light was next changed. This was in the winter of 1916-17 when the first electric light appeared. It was a fixed white light which flashed off and on.

This white flashing light in turn gave way to the present light in the spring of 1945. This light is fixed and green in colour as the greatly increased mass of white lights on the island near the lighthouse and in the city behind it made one particular white light difficult to find when coming in from Lake Ontario.

(This article will be continued in the next issue of INLAND SEAS.)

Hosea Rogers, Builder of Boats

By POLLY TYLER

PART III

EARLY in 1869 Captain John T. Davison became master of the *Atwater*. The vessel made trips to Port Colborne and a receipt dated October 23, 1869, for \$95 reads as follows: "Received from Capt. Davison ninety five dollars American Currency to equal seventy two dollars gold for towing Schooner *S. T. Atwater* one trip in Welland Canal. Signed John Mathews."

Captain Davison wrote the following letter from Buffalo in July 1870:

Hosea Rogers Esq.

Dear Sir—

We arrived on Wednesday night and did get unloaded Friday morning and over ran 11 19/56 bushel of corn at 90c—had on 2055 44/56 bushel besides, at 5½ cts-pr. bushel freight.

Am now loaded with R. R. Iron for Chicago at 10c per ton free of towing charges in and out, the parties agreeing to have us loaded last night, but didn't finish until this afternoon (Sunday). The wind is fresh ahead and unless it changes, I shall not sail until morning, as if I do, shall have to leave bill of lading. I send you by express the sum of (\$200.00) two hundred dollars account of your ½ interest. The vessel stands with last down freight out and all debts paid to that time — five hundred dollars ahead.

Have on board now about six hundred dollars and five tons R. R. Iron. I have written to Mr. Perry, the lawyer in regard to suit there but have heard nothing from him of late — saw Mr. S. V. Parsons who has a similar suit there, and he says the suit will be tried in the fore part of September.

I heard the *P. Rogers* (schooner *Polly M. Rogers*) launched in the spring of 1870 passed Detroit yesterday bound down.

Yours truly

J. T. Davison

Oftentimes the only word received from the vessels out on the lakes, was the report sent by other vessels' captains as they passed or happened to be in port at the same time.

In April 1871 the *Atwater* lost her jibboom in a storm on Lake Michigan. The winter of that year was spent in Buffalo. In 1884 the

S. T. Atwater was classed as a B-1 barge carrying coarse freight and was owned by Thomas McDermott and hailed from Buffalo. After she had been refitted as a barge for the lumber trade, she was wrecked in 1895 on Manitoulin Island.

Up to this time none of Captain Rogers' vessels equalled the *George J. Whitney* in value, though some were larger. The building of the schooner was done by Captain George Hardison. She was 143 feet in length, 26 feet beam, 14 feet depth of hold, with a capacity of 23,000 bushels of wheat or around 690 tons burthen. She cost approximately \$30,000 when completed and ready for sailing. It is interesting to note that there were twenty tons of bolts in the hull of the vessel alone.

George J. Whitney, after whom she was named, was engaged in the milling and grain business, and built a large grain elevator in Rochester in 1857. Whitney presented the vessel at the time of the launching, Saturday, April 20, 1867, with the customary suit of colors. The launching took place at Charlotte at four o'clock in the afternoon. Captain Rogers was unable to attend the ceremony because he suffered from a severe case of the ague, commonly called, in those days, "Genesee Fever."

A number of gentlemen of this city, appreciating the good work of Captain Rogers in sending out from the port of Rochester so many nice vessels, as well as his good taste in giving this craft the name of a respected and entertaining citizen, have united in the purchase of a library to be presented to the *Whitney* for the use of the captain and the crew. This library was selected at Steele and Avery's, some two hundred volumes of excellent books — placed in a handsome case, made for and donated to the vessel by Messrs. P. M. Bromley & Co., the well-known furniture house in this city. This is the first evidence that the public, or any portion of it save the Press, appreciated the enterprise of Captain Rogers in sending out elegant craft to sail the Great Lakes and bear the name of Rochester as their hailing place. This is a slight token but it will do for a beginning.¹

From the very beginning it seems that the vessel was doomed. Captain Carpenter, her master, had a great deal of difficulty for more than a year before she was sunk. She was grounded, due for the most part to the dense smoke caused by the disastrous forest fires in the northwest, on Sugar Island, October 9, 1871. At that time she had nine feet of water in her hold besides the cargo of coal. The coal was

¹ Rochester Union and Advertiser, April 22, 1867.

damaged to the amount of thirty-five cents a ton. All during the month of October various means of getting her afloat were tried. The tug *Sweepstakes* took two steam pumps, in addition to the one already in use, out to her rescue. The three pumps failed to lessen the water beyond ten inches in depth, and the attempt was declared futile. On the 28th of October an expert went out to see what could be done to get her ashore. He could do nothing and the vessel was abandoned until July 1872 when she was finally released from the island and taken into Detroit for reconstruction. The sum total paid to the Detroit Dry Dock Company for the repairs was \$2326.22.

On the first trip out, after being repaired, the *Whitney* was wrecked at Vermilion. It was said that while lying at dock at Chicago, Captain Carpenter displayed all his flags at half mast, the American ensign with union down. Upon inquiring why he did this the Captain explained that it was merely an invitation for the tugs to transfer him up the river.²

During a severe storm in September 1872, in the middle of Lake Michigan the vessel and her entire crew of eight men were lost. No one ever heard from the vessel or the crew, and so far as is known no one saw the wreck and the manner of her disappearance will always remain a mystery. Captain Rogers said that she was loaded with corn on her way to Buffalo when the wreck occurred. He also said, "I owned her at the time, and she was the only vessel I ever did lose entire."

On August 19, 1868, the new schooner, *Thomas Parsons*, was launched at the Irondequoit dock on the Genesee River opposite Charlotte. She was built for Captain Rogers by George Hardison. At the time of the launching, Thomas Parsons, her namesake, was collector of the Port, a well known merchant miller and lumberman of Rochester, and it was in his honor that Captain Rogers named his new vessel. The vessel had a plain head, a square stern, one deck and two masts. Her length was 135 feet, breadth 26 4/10 feet, depth 13 6/10 feet, and she registered a total of 350 tons, enabling her to carry 23,000 bushels, but she could carry a heavier cargo.

Mr. Parsons' daughter had the honor of christening the schooner as she slid into the Genesee waters with her suit of colors flying in the wind. The colors were presented by the Honorable Thomas Parsons. A speech was made by J. M. Davy, Esq.; Capt. E. P. Door, of Buffalo, presented Captain Rogers with a silver water picher for the new craft.

In April 1869, she had on board 200 tons of pig iron from the blast

² Mansfield, J. B., *History of the Great Lakes*, vol. 1, p. 723.

furnace at Charlotte bound for Cleveland, Ohio. From an old account book, we learn that the *Parsons* made six trips on the lakes in 1871. On June 7, 1871, Captain William C. Harry, the master of the *Parsons* from her maiden trip until 1874, had a cargo of 19,037 bushels of wheat which was loaded at Chicago and Oswego bound. It was on or about the 17th day of August that she lost her centre board on Lake Michigan, near the Straits of Mackinac, and was obliged to stop at Detroit for repairs. In 1872 she made six more trips during the sailing season.

Captain Paul Harry, brother of William, became master of the vessel on June 7, 1874. In the fall of 1874 when Captain Paul was coming home from lower Lake Ontario, he thought he was unable to make the port of Charlotte on account of a bad storm. He decided to stay overnight in Clayton, which happened to be his home, and would be convenient if he had to spend the winter there. When he finally came into Charlotte and told the reason why he had not come on schedule, Captain Rogers asked him why he hadn't used a "long leg and a short leg" to come in. He meant that he should have used a zigzagging course, going a long distance with the wind, a shorter distance in the opposite direction, and make port in that fashion.

After an accident in 1883 the *Parsons* was repaired, which put her in class A-2½. At that time she hailed from Buffalo, her owners being S. L. Watson et al. This vessel was sunk at Fairport on Lake Erie in 1891.

The *Polly M. Rogers*, as she was christened, came off the stocks in June 1870. A schooner of 350 tonnage, she was built by George Hardison at Charlotte. The newspaper account of her christening is quite different from the launching of Captain Rogers' other vessels.

This beautiful new craft, after some delay and with the assistance of the steam-tug, *Mollie Spencer*, glided gracefully into the river at Charlotte, Tuesday afternoon. The moment she touched the water our townsman, Honorable Thomas Parsons, broke the customary bottle on her bowsprit, then christening her the *P. Rogers*. Parsons made a few remarks, concluding as follows:

Ladies and gentlemen: — Captain Rogers commenced building vessels in the year 1847, having built up to this time a fleet of thirteen. Their names are as follows: *E. C. Williams*, *Daniel Webster*, *City of Rochester*, *Oliver Culver*, *Joseph Cochrane*, *H. S. Fairchild*, *Tarry Not*, *A. J. Rogers*, *George G. Cooper*, *Atwater*, *Geo. J. Whitney*, *Thomas Parsons*, and the one just launched, *P. Rogers*. In view of their

superiority over all other vessels of their class, Rochester may justly feel proud of this combined fleet; and to Captain Rogers are due all our thanks. I therefore propose that we give him three cheers."

The cheers having been given, Mr. Parsons concluded by saying that Captain Rogers had informed him that this would in all probability be the last vessel ever built by himself; "and before closing my remarks let me thank Captain Rogers for the honor which he conferred upon me in permitting me to choose the name of this beautiful schooner. In my choice I took into consideration the fact of this being the last one built by him, and therefore chose the name of his own estimable lady. May this vessel prove a rich pecuniary reward to her owner and never fail to reach port in a storm, undamaged and without loss of life." Cheers were then given and the ceremonies ended.³

Hosea Rogers, Esq., of Rochester received the following letter from Hammond & Burnham of Cape Vincent, N. Y., on March 3, 1871:

Dear Sir, Will you sell us the schooner *Polly M. Rogers* for \$26,000. Say \$10,000 down and balance on time? We are offered an A-1 vessel which came out last fall, complete in every respect for \$26,000. But we like the *Rogers* and write to see if we can get as good terms.

You will remember that she is laid up at Clayton and would be worth more money if she was at upper Lake Port ready to load the first of the season. The builder (George Hardison) of the *Rogers*, Parsons re offer to build us a vessel in 4 months for less money.

Please let us hear from you by return mail. We have to decide in a few days on the offer from Detroit.

Yours very truly
Hammond & Burnham.

In 1871 the *Polly M. Rogers* was sold to Hammond & Burnham. Under Captain Rogers' supervision one more vessel, the *Mary Lyon*, was built. The *Polly Rogers* and the *Mary Lyon* were converted into coal barges and traveled back and forth across the lake to Ogdensburg.

The last vessel built and owned by Captain Rogers was the *Mary J. Lyon*, named after his second wife whom he married in May 1873. She died May 25, 1875, the year following the christening of the ship.

The story of this schooner is told from excerpts from the Port Huron newspapers:

As a general thing the regular 'canaler' is not a very fine specimen of naval architecture in point of beauty and fine sailing qualities, but the 'canaler' now almost ready to be launched from the yards of Mr. George Hardison on River Street is an exception to this rule,

³ Rochester *Daily Chronicle*, June 30, 1870.

and her hull appears to be as well shaped as it is possible for a vessel of her class to be. The second vessel that Mr. Hardison is building will be an exact counter-part of the one above alluded to.⁴

The schooner *Mary Lyon* was launched Monday afternoon at two o'clock. She is a fine-looking canal vessel, registering length 138 feet, beam 26 2/10 feet, depth 12 feet, and measuring 334.07 thus (sic) burden. She was built by Mr. George Hardison for H. Rogers of Rochester, N. Y. She draws four feet of water light on an even keel, and it is calculated that she will carry 19,000 bushels of wheat through the Welland Canal.⁵

Again, we find Captain W. C. Harry as master of the *Mary Lyon* in August 1874. Not long after this she passed out of Captain Rogers' possession, first being sold to George Hardison, her builder, and he in turn sold her. In 1884 she was owned by Elkenberg et al, the port of hail South Haven, Michigan. At this time the *Mary Lyon* was converted into a coal barge. Fifty years ago she was still making trips back and forth across Lake Ontario filled with coal. She was towed at the time.

With the sale of the *Mary Lyon* the career of shipbuilding ended for Captain Hosea Rogers. From then on his chief occupation was that of farming, his main interest until his death, December 14, 1904.

⁴ Port Huron *Weekly Times*, March 26, 1874, Marine News.

⁵ Port Huron *Daily Times*, May 5, 1874, Marine News; also Port Huron *Weekly Times*, May 7, 1874.



IRON MONEY (See Page 193). Photograph by courtesy of R. A. Brotherton.



MONTREAL HARBOR (Port Series No. XIV). Photograph by courtesy of the Canadian National Railways.



THE FRANK E. VIGOR (See Page 134). Photograph by courtesy of Roger M. Jones.



THE DOUGLASS HOUGHTON in dry dock at Manitowoc, Wisconsin, (See Page 135.) Photograph by courtesy of Roger M. Jones.



MACKINAC ISLAND scene, 1898, showing the ships *Japan*, *India*, *Majestic*



THE SOUTH PARK as an automobile carrier. (See Page 136.) Photograph by courtesy of Roger M. Jones.



and others. Photograph by courtesy of C. H. Yates, Muskegon, Michigan.



THE HENRY CORT wrecked at Muskegon piers, 1934. (See Page 134.) Photograph by courtesy of Roger M. Jones.



LOUIS JOSEPH (Blackie) GILBERT. (See Page 191.)
 Photograph by courtesy of the Cleveland *Plain Dealer*.



CAPTAIN WILLIAM J. TAYLOR and "Chum." See Page 169.)



THE LEAFIELD (See Page 143). Photograph by courtesy of
William A. McDonald.



THE TENDER ASPEN See Page 169 . Photograph by courtesy of
Captain William J. Taylor.



HARBOR AT SARNIA, Ontario (Port Series No. XV). Photograph by courtesy of the Sarnia Chamber of Commerce.

Captain William J. Taylor, Gentleman

By REVEREND EDWARD J. DOWLING, S. J.

IN THE PAST YEAR or two many of the well remembered vessels of the Lighthouse Service have been replaced by more modern craft. Today we no longer read of or see the *Amaranth*, the *Crocus*, the *Clover*, the *Marigold*, the *Hyacinth* or the *Sumac*. These little black hulled vessels with their big boom on the foremast and gold lighthouse on the sides of their bow have passed on to become part of our Great Lakes history. They have done their work and have yielded to younger ships the not-too-little task of carrying on their ideals and their tradition.

The sole survivor of the old fleet of lighthouse tenders is the *Aspen*. For years she was a familiar sight around the Detroit waterfront. Built at Toledo in 1906 at the Craig Shipyards, she was steam driven, with dimensions of 126 x 25 feet. Her present day field of activity is the St. Mary's River area, which is part of the old Eleventh Lighthouse District, whose headquarters were at Detroit. During most of her long career the *Aspen* was commanded by Captain William J. Taylor. Interesting as is the story of the little *Aspen*, or, for that matter, the story of any of the lighthouse tenders, the life story of her best known commander, could it be told in full detail, would be even more fascinating.

William J. Taylor was born at Buffalo, the son of Henry and Charlotte Taylor. His father was an employee of a ship chandlery firm in Buffalo. Young William began sailing at the age of fourteen on the steamer *Juneau*. In succeeding years he was on the schooners *Madeline T. Downing* and *Singapore*. He describes his work in those days as that of a general laborer and deckhand. The chief cargo of these ships was corn and Captain Taylor adds humorously, "Corn, on the cob, and otherwise."

Taylor later sailed on steamers and schooners out of Detroit and on a number of barges engaged in hauling coal up from Toledo. The *Colfeage* was one of his ships then. In the late nineties and the first few years of the twentieth century he was wheelsman on the package freighter *Binghampton* (Ex *H. J. Jewett*, 1882), an iron veteran of the Erie Railroad fleet.¹ In this capacity he saw service all over the Great Lakes, especially on the Chicago-Buffalo run. The package freighters

1. See *The Vanishing Fleets*, INLAND SEAS, January, 1946.

came out early and were the last in for the winter. Captain Taylor recalls one occasion when his big ship was forced to lay to at Milwaukee for several days due to bad weather. On this occasion he had to admire the splendid performance of the ships of the Goodrich Fleet, the famous Lake Michigan line of bygone days.² He says: "While we didn't dare venture out for days, the Goodrich boats arrived and sailed without interruption. These were mighty sturdy ships, and the boys knew how to handle them."

William Taylor was a well seasoned seaman when he entered the United States Lighthouse Service in 1902. And with all his experience he confesses that he found this new work much more "rough and rugged" than he ever expected. Early in his employ on the lighthouse tenders he was working on a heavy buoy in Lake St. Clair, and fell into icy water. "To say I was 'all wet,' scarcely describes how I felt," he recalls.

Life on a lighthouse tender was a constantly changing panorama. These ships worked from April to December, seven days a week. There was first the springtime work of placing the buoys. In this ticklish job the tender men worked from charts prepared by the engineers. The master of the tender was responsible for the placement of the buoys, while the mates were accountable for the upkeep of the float-lights and bell-buoys. After the buoys were placed they had to be stocked with oil which needed replenishment regularly during the season. For this supply the tender would make regular trips back to headquarters to get more drums of oil. Besides oil for the buoys and many of the lighthouses, coal had to be supplied to the fog signals.

On the first trip out the light keepers were taken to the isolated lighthouses. These were often located on rocks or bars where the tender could not approach, but had to anchor in deep water and lower a boat to take the keepers in. Bad weather impeded this work, forcing the tender to stand by for days until a small boat could safely negotiate the landing. Once on the lighthouse the keeper's work was hard and tiresome, and in the early days none too lucrative. There were clocks to be wound, broken mantles to be replaced, and ice and snow to be wiped off the lenses.

During the summer months there were constant calls on the tender for servicing, repairs and replacements. In November and December the buoys had to be picked up. These weighed from 800 pounds to twelve and one half tons, and efforts to retrieve them in rough weather was no fun. All hands were required on deck for this job. After the

2. See *The Goodrich Lines, INLAND SEAS*, April, 1945.

markers had been gathered up, the light keepers were taken off their stations and brought ashore when the tender put in for the winter.

The first lighthouse tender on the Great Lakes was the *Warrington*, a schooner, built at Detroit in 1868. She was assisted a few years later by the steamer *Dahlia*, which had been built in Philadelphia in 1864. The *Haze*, another coast built tender, was on the lakes in the seventies and eighties. These old timers were replaced in proper time by the steel hulled steam tenders *Marigold*, built in 1890, *Amaranth*, in 1892, *Hyacinth* in 1902, *Crocus* and *Sumac*, in 1904, *Aspen*, in 1906, and a converted wooden steam barge, the *Clover*, built in 1899. These tenders have survived to our own times, and only recently have been replaced by the modern Diesel-driven ships *Tamarack*, *Acacia*, *Hollyhock*, *Walnut*, *Sundew*, *Tupelo*, *Woodrush* and the new *Dahlia*.

As Officer Taylor rose in the Lighthouse Service he held the post of mate on the *Clover*, *Marigold* and *Amaranth*, and later commanded the *Clover* and *Aspen*. He was on the bridge of the latter craft for fourteen years. During eleven of these years his constant follower and admirer was Chum, the eighteen-and-a-half pound cat, whom Captain Taylor affectionately refers to as the "Commander-in-chief" of the tender. When Chum died, while the *Aspen* was in drydock at Manitowoc, the crew insisted that the flag be lowered to half mast.

At the end of the season of 1935 Captain Taylor retired from the service, and has since resided in Detroit. During his career on the lakes he made many friends, both from among those who knew him on the tenders, and among lake men in general. He typifies the Great Lakes veterans in his love for the ships and the men who sail them. Since his retirement he has kept up his devotion to the lakes and has encouraged others to learn and to appreciate them.

Early in his sailing days he found photography an interesting hobby. While on duty on the lighthouse vessels he began taking pictures of the ships he saw. Today many of his subjects are collectors' rarities of great value. After his retirement he devoted all his time to marine photography. He purchased a small motor boat and in this he cruised up and down the Detroit River, taking photographs of all the ships that passed. Today he has a thousand or more action pictures of most of the ships of our Inland Seas. Those who have seen his photographs agree that few, if any, have taken as fine pictures. When people come to his studio, Captain Taylor scarcely acts the part of a salesman. He says little, just merely showing his pictures to the visitor, and then letting the pictures speak for themselves. When his customers are leaving, they always find they have purchased many more pictures than they intended to buy. Captain Taylor modestly attributes his success, not to

himself, but to what he deems the one necessity for superior pictures, a good camera.

In his home on Drexel Avenue on Detroit's east side, Captain Taylor and Mrs. Taylor are hosts to Detroit's many ship fans and admirers. There are pictures on the walls, showing the old lighthouse craft and other well known vessels. Then, too, there is of necessity, a framed photo of Chum, the captain's beloved pet on the *Aspen*.

Captain Taylor is an active member of the Marine Historical Society of Detroit. His genial personality and his wealth of experience are an inestimable asset in building up local interest in the history of our Inland Seas. The Captain has taken a keen interest in the younger members of this organization, encouraging and assisting them to make a start in writing and in collecting data.

To all who know him, Captain Bill is a cheerful, kindly and generous gentleman, a living tribute to the type of man our ships and our lakes have produced.

Sidelights on the Erie Isles

By THOMAS H. LANGLOIS

MRS. RIDEOUT'S ANSWER (See INLAND SEAS, Jan., 1947, pp. 48-49) to my corrections of her paper seems to call for the basis for my statements. I present them herewith to substantiate some points I made in my earlier communication (INLAND SEAS, Oct., 1946, pp. 279-280) and although the quotations are long, they may have some historical interest.

1. Although the basis for my questioning that Alfred P. Edwards was a brother to Ogden Edwards appeared to be sound, I have since found more complete records and so regret my error in challenging Mrs. Rideout's statement of that relationship.

Actually, the business transactions between Ogden and Alfred P. were not ostensibly brotherly. The manner of Ogden's loss of the islands and Alfred's acquisition of them is what I refer to, and to elucidate the point as well as to present some matter of historical interest, I cite the following details.

In a transaction which was recorded on June 8, 1831, Ogden obligated himself to convey title to his five-twelfths interest in the Bass Islands in case he should default in paying \$3000 to Henry F. Penfield. On July 27, 1832 Ogden executed a note to Daniel Penfield for \$3,000, due in 90 days, another note on September 20, 1833 to Daniel Penfield for \$1,750, also due in 90 days. Another note, issued on September 25, 1833 to Daniel Penfield for \$500, due in 90 days, was endorsed by Ebenezer Seely, and when Seely had to pay this debt he got a writ of attachment against Ogden Edwards on June 11, 1834. The Huron County sheriff attached the islands, and the Court held that the plaintiff should recover his damages, \$543.75, "by reason of the premises."

Alfred P. Edwards bought the other notes from Penfield and filed a declaration against Ogden Edwards on December 15, 1834 in the Huron County Court of Common Pleas. On March 23, 1835 the Court assessed the damages to Alfred P. Edwards at \$5409.23 and ordered the sheriff to have execution of the lands attached. On April 7, 1835 Seely paid \$650 to Ogden Edwards for a mortgage deed to the property and this transaction might well be interpreted as an attempt by Ogden to forestall loss of the property to Alfred.

The sheriff of Huron County sold Middle Bass Island for \$1891 and Put-in-Bay Island for \$4407 to Alfred P. Edwards and the court con-

firmed the sale on May 21, 1836. On May 16, 1836 Alfred bought a quit-claim deed to the islands from William J. Edwards, the son of John Stark Edwards, and on November 26, 1836 Alfred bought the mortgage deed from Ebenezer Seely. Not until 1854 did Alfred get a quit-claim deed from Ogden. There may have been kinship but the relationship certainly involved unbrotherly behavior.

2. My information about the death of John Stark Edwards came from a family record book by Louisa Maria Edwards, the granddaughter of Mrs. John Stark Edwards. This volume, which is still in the family possession, bears the title *A Pioneer Home Maker. 1787-1866. A sketch of the life of Louisa Maria Montgomery.*

The following is an extract from pages 35-38:

In 1810-1811 Mr. John Stark Edwards, Warren, Ohio, and his brother Ogden having purchased from their father the Put-in Bay Islands, undertook the improvement and stocking of the same with sheep. In the year 1811 they had about one hundred and fifty sheep and four hundred hogs of all descriptions on the islands. The enterprise seemed promising, as he says, in the eyes of judicious men, but the disturbances on the frontier caused by the War of 1812 and his death in the early part of 1813 brought the project to an end with considerable losses. In March, 1811, he was commissioned Colonel, Commandant of the 22nd Regiment, 3rd Brigade, 4th Division of the Ohio Militia. On receipt of the news of the surrender of General Hull at Detroit, August 15th, 1812, he with others made strenuous endeavors to put the country in a state of defense, a general and great alarm being felt, as by that surrender the whole country lay exposed to all the dangers of invasion, dread of Indian plunderings and massacres being prevalent. He marched with a portion of his regiment to Cleveland. While there new arrangements were made by the military authorities and his services as an officer not being longer required he returned home. In the October election for members of Congress, Mr. Edwards was elected to represent the Sixth district. He did not live to take his seat.

In the month of January, 1813, he left home with the intention of going to the islands to see if any property had escaped destruction. Mr. George Parsons and Mr. William Bell accompanied him. They got as far as Lower Sandusky, but a thaw coming on they thought it prudent to return. On the 24th they set out for home. The streams had risen and in crossing one they all got wet. Mr. Edwards was taken that night with vomiting and a violent pain in the side. The cabin in which they were was most miserable. The snow came in from every direction. They, however, had a number of blankets with them which they hung around him, and secured him as well as possible from the storm. He was bled the next morning which greatly relieved him. They

then removed him about a mile and a half to a place where he could be comfortable. The waters were so high they could not move in any direction. When Mr. Bell left for home it was at the hazard of his life. Mr. Edwards was then apparently better.

Mrs. Edwards was in hourly expectation of seeing him, when Mr. Bell returned and gave information of his illness. It was not imagined that he was dangerously ill, but they thought it best for Dr. Seeley, in whom all had most confidence, to go out. Mrs. Edwards describes her feelings as most gloomy yet not apprehending what was about to happen. Commending her sleeping little ones to their Maker she set forth, hoping to nurse, comfort and restore her husband. They left Warren about eight o'clock. The night was dark, the floods had been excessive, the travelling bad, in many places dangerous. They, however, proceeded about nine miles. Setting out again before daybreak they had got about forty-five miles from Warren, when they met the sleigh bearing the dead body of Mr. Edwards. Mr. Parsons was alone with it.

Mr. Parsons' account of Mr. Edwards' death was that about fifteen minutes before he died he got up and walked, than sat down saying he thought next morning he should be able to set out for home. Mr. Parsons turned from him; in a moment he heard him choking, he turned again and saw him falling. When placed upon the bed he grasped Mr. Parsons' hand, moved his lips as if to speak, but could not, gasped once or twice, then slowly closed his eyes and ceased to live.

A footnote at this point reads as follows:

He died January 29th, 1813. Mr. Edwards' sisters, Mrs. Johnson, whose home was at Stratford, Connecticut, and Henrietta Edwards, who was either at New Haven or Bridgeport, both dreamed that their brother was dead . . . The next word received from Ohio was of his death . . .

They reached home on Monday afternoon and on Tuesday the body was consigned to the earth in the old graveyard at Warren, where it still sleeps.

In my earlier letter I referred to Lower Sandusky and put the later name of Lower Sandusky, Fremont, in parenthesis. Mrs. Rideout's recent communication errs in quoting this as Fairmont.

3. Philip Vroman and Amelia Luce were licensed to marry not in 1838 or 1857 but on May 1, 1847. This record may be seen in the Seneca County Probate Court *Records*, volume 3, page 51, in the Court House at Tiffin. Mrs. Robert Hartman, a granddaughter of Philip Vroman, loaned me the cardboard back of a pad of writing paper, on which Philip Vroman had written the following record, which I quote in full because of its historical interest. It was written some time before he died in 1912.

EARLY REMEMBRANCES OF THE OLDEST SETTLER OF PUT-IN-BAY

The manner of my coming to the island was this. I commenced sailing on the lake in 1841, at age of 18, on a schooner and followed that calling for two years when we came to Put-in-Bay to load in 1843. The owner of the islands, Mr. Edwards took a liking to me and persuaded me to enter his employ. I assisted in running the sloop *A. P. Edwards* and on the death of the captain shortly after became her captain and run her until the Steamer *Islander* came out, and made occasional trips to the island, one or two a week as business warranted.

Captain George W. Orr commanded the *Islander* which ran on island, Sandusky, and Fremont route, and also the *Island Queen* which came out in the early fifties. The Steamer *Arrow* (Captain Atwood) plied between Sandusky and Detroit, passing to the west of Put-in-Bay and Mr. Edwards had an arrangement with Captain Atwood to come in to the west dock and get passengers whenever we fired a small cannon. This cannon was bought at Erie, Pennsylvania, by Mr. Edwards, and is the one at the water works park, Port Clinton, now.

I remember on one occasion going to Sandusky for a physician. Dr. Chas. D. K. Townsend started with us and at night fall we were off the west side of Put-in-Bay and the wind all died out. Dr. Townsend thought he could walk across the island to the bay, so taking his medicine case through the woods and accompanied by a frenchman with a jug of whiskey they started. They had not gone far when the frenchman fell and broke the jug in such a manner that about half the whiskey was saved. The Doctor wanted the frenchman to keep on but his reply was "I not leave it." The Doctor reached the bay about the same time the sloop did, with his clothes pretty much gone, and the frenchman came in next morning with his whiskey. Dr. Townsend afterwards became our regular island physician, and always ready to answer (in his own words) a call on any of this part of God's country and part of Canada. In addition to sailing the sloop I acted as foreman for Mr. Edwards, getting out cedar, stone, square timber, and cord wood. Steamers wooded at the bay and west dock and a gang of men were kept to carry on this work. I was married at Fox Corners near Fremont, Ohio, 1847. We took the Steamer *Islander* on our wedding trip to Put-in-Bay. We had a loaded schooner in tow for the lake, but when we got to Sandusky Bay we found another schooner to be towed back to Fremont so Captain Orr turned around and took us back to Fremont. Then I hired a buggy to take us to Clyde, there we took the strap iron RR to Sandusky and Steamer *Arrow* to Put-in-Bay.

Mr. Edwards had quantities of hogs on all the islands he owned and also on North Bass Island on which there were no inhabitants at that time. The hogs were fattened on nuts which were very plentiful in the fall. We would hunt them and load them aboard sloop from planks and benches to reach out to the boat. On one occasion at North Bass

it came on to blow very hard and we were obliged to leave three men who were out late in the fall and little to eat but pork and nuts.

Captain Black, with, I think the Steamer *Superior* ran on the rocks on the west side of P. B. island in thick fog. We took 60 passengers and their baggage on sloop to Sand. wooded Str. *Jersey City*. Captain Monroe on her last trip was lost at Long Point and all hands lost but the Captain.

Mr. Edwards built three docks, one at bay, the west dock, and one near the front of Hotel Victory, which was used in getting out stone — built the manor house, and three or four log houses — and farmed considerable land. Mr. Rivera bought Put-in-Bay, Middle Bass, and the several small islands in 1854. I bought the first farm of 100 acres in 1856 or 1857 and several others came soon after and we began the cultivation of the vine. I acted as agent for Mr. Rivera for several years, was one of the first to engage in pound fishing. Was in partnership with Lorenz. Anthony of Sandusky for several seasons. We had great catches in the early fishing days.

I remember on one occasion two of us with common hooks and pork rine for bait caught . . . black bass. We took them that night with row boat to Sandusky and sold them for . . . How would our anglers like such fishing now. Speared a large sturgeon at the south point near where the lighthouse now stands, and in the struggle I was pulled in the water. One of the large steamers that used to run between Buffalo, Sandusky, and Monroe was just passing at the time and they came in as near as they could, stopped the boat and watched us. I got the fish.

Along from 1860 to 1865 we caught from \$1500 and \$4000 with three or four pounds (nets) every spring and fall, and our vines would bring from \$800 to \$1200 per acre every year. We were all king's of finance then. How different now.

Daniel, son of Philip Vroman, wrote the following sketch of the history of Put-in-Bay, on a piece of wall-paper. His daughter, Mrs. Robert Hartman, loaned it to me in Sept. 1945, in a badly tattered condition.

The beautiful islands comprising our township are part of the Firelands or Western Reserve and were given or deeded to Judge Ogden Edwards of New York by the State of Connecticut.

Put-in-Bay island was visited in 1811 by Seth Done, agent of Judge Edwards and over 100 acres of wheat was sown the fall of that year. They had harvested and were engaged in threshing the wheat when the British and Indians drove them off the island. In the fall of 1812 destroying what was on the island and also 2000 bushels that had been stored away in a log house on what is now known as Catawba island. The Bass islands, Put-in-Bay formerly Ross Island, Middle Bass as Isle De Fleur, Isle St. George, and the smaller islands with

Catawba Id. constituting Van Rennseleur Twp. — which was divided about 1860 and the two townships of Put-in-Bay and Catawba formed.

As a sailor Father came to Put-in-Bay in 1843 on a Schooner that came for trade at the island. While loading he made the acquaintance of Alfred P. Edwards who had succeeded his brother Judge Edwards in the ownership of the islands. Mr. Edwards taking a liking to Father persuaded him to enter his employ, and he has been a resident of the island ever since except about one year when he owned a farm at Parkertown near Sandusky, O.

Perhaps my earliest recollection is of a ride Mother and I took through a winding woods road from a log house near the lake on what is now the Anton Fuchs place on the south shore. The vehicle in which we rode was a dump cart, and the team a yoke of oxen. The lynch pin came loose and we were unceremoniously dumped out. Mother said that I always asked after that, when we took rides, "Will it dump, Ma?" It is a saying that character is in a measure determined by the child's playmates and associates. My first playmates were a couple of calves.

I was the only child on the island and I amused myself by driving the calves around. Father found me with them, in the woods near the light house, some over 1/2 mile from home.

My next remembrance is of a different part of the island. We had moved to town and lived in a hewed log house near the manor, or white house, as we used to call it. Mr. Edwards Residence was a large two story house surrounded with wide verandas and having a full basement. It was surrounded by a picket fence and numerous out buildings including work and carpenter shop, black smith shop, and other buildings. A large barn occupied the space just off the road on the museum property.

At this time the Manor House was occupied by Mr. Edwards agent, Mr. Archibald Jones and his family, and I had a boy playmate of about my own age. *Once upon a time* a vessel loaded with supplies for Monroe Mich., came to anchor in the bay. A violent storm came up, she dragged her anchors and stranded down near the Hunker or Lockwood place at east point. The wet goods were brought up dried and stored in the carpenter shop over winter. I remember the picket fence all around was capped with an inverted leather boot drying. After the good things were nicely put away in the carpenter shop, two young rats had a picknick all fall and winter. There were sacks of nuts of all kinds, boxes of raisins, and all we had to do was help ourselves. We were *monarchs* of *all we surveyed*. There were also things for older ones, barrels of various kinds of liquors, tobacco, etc. I will not say how many times these packages had been tapped but think a large percentage of contents evaporated.

Between our houses which were only a few rods apart were two

tomb stones, I remember, one marked the grave of Sarah, wife of Henry Hyde, who died and was buried there in 1830. The family came to the island in 1818 only five years after the battle of Lake Erie, and for 14 years were the only family on the island.

Mr. Rivera purchased the islands from Mr. Edwards in 1854. The Jones family moved away, and Simon Fox became agent for Mr. Rivera and Theodore Lauenstein book keeper etc. Father bought the first farm sold I think in 1856. He acted as foreman for Mr. Rivera as he had previously for Mr. Edwards. Mr. Lawrence Miller, Mr. Joseph Miller, of Middle Bass, Mr. Andrew Wherle, George Hinger and John Mitchell were all included in the force that carried on the work in the fifties for Rivera. The saw mill was built (which is now being torn down by the Doller estate) and when V. Doller bought the place which had previously been abandoned as a saw mill, he converted it into a store, hall, post office and general temple of usefulness. It served well for many years until better business places were built.


We had excursions even then. The Foye boys August and Louis and myself were at the Doller dock one day when some one espied this legend "V. Doller Post Office" one said, "Hello, theres a \$5.00 P. O."

The frame part of the V. Doller residence was almost twice as long as it now is. Frank Rinkleff, Engineer of the Str. *Island Queen*, owned the Fred Burggraf place. They moved a part of the house onto the Rinkleff place and it made homes for both families.

The first funeral I ever attended was from the frame or rear part of the V. Doller residence. This was before V. Doller came to the island. The house had been built for the people who operated the saw mill and the family in charge lost a little babe. The interment was on Gibraltar just up from the Cook dock between two maple trees. The whole cortege went over in one row boat. I could pick out the spot until lately think one of the trees may have been removed.

The front of Capt. Dodge's home place was our early place of burial. Some of my school mates lie buried there, some were removed to the hill cemetery overlooking Stones Cove, and the old cemetery is a thing of the past. Our oldest citizens are Philip Vroman, Amelia Vroman, his wife, D. P. Vroman, Joseph Ruh, Louis Foye, Mrs. Lawrence Miller.

The uncertainty of both of the Vroman accounts as to the year of purchase of the first island farm by Philip Vroman leads me to add the correct date. By the courtesy of Mrs. George Vroman, a daughter-in-law of Philip Vroman, I have the original deed for this transaction at hand. De Rivera signed this deed on November 25, 1859, and it was recorded June 8, 1860. The farm comprised 93 acres, and it lay "on the south side of the Island known as South Bass, bounded on the South-erly side by the waters of Lake Erie and on all other sides by lands of the grantor."



A Seventeen Year Old Looks at the Lakes

By THOMAS ANDREW SYKORA

PART II

MONDAY, JULY 8

During afternoon watch I got the gear ready for Milwaukee — lanterns, heaving lines, winches, landing chair and boom, towlines, portable electric cords, etc. Arrived at the breakwall at 6:30 p.m. We had to wait some time at the river mouth for another freighter to go up. She sure was slow. It's evening and everything is quieting down. We've got the tug *Roger* again. She's larger than the Great Lakes Towing Company's tugs. Got tied up at the dock about 10 p.m. They started to unload about 11:00.

TUESDAY, JULY 9

Got my check cashed at a travelers' aid place. They charged exchange. Didn't have much to do but spray the first two holds. It surely does smell terrible here. There's a stockyard just to windward of the coal dock. They said we'd be leaving at 6:30 but it's now 9:30 p.m. and we've just cast off.

WEDNESDAY, JULY 10

Got caught up on my back work by cleaning brushes and lanterns. Had to rinse the whole boat. It wasn't too bad because most of the coal was already shovelled over. We really worked this morning. We had just passed through the "door" when I woke up this afternoon. It always seems to be choppy when we're in here. Got all the gear ready for Escanaba. That always seems to come on our watch. The same with rinsing. That's because we have the first daylight watch. Arrived at the North dock at 6:30 p.m. and opened the hatches. It started to rain which held up loading for an hour. I kept sounding over and over all evening. This sure was a hard day. We are going to Toledo, I guess.

THURSDAY, JULY 11

We were loaded earlier than expected. Filled forward tanks upon clearing Escanaba. Then there were big chunks of rock ore on the deck to be thrown over before we rinsed down. Beautiful, breezy, sunny day.

FRIDAY, JULY 12

Passed Port Huron at noon. No sleep in the afternoon because it was so hot. Blew three whistles for the tug *America*. She's up now and ready to take dry dock. We stencilled the "Safety First" signs on the scuttle hatches and winches. There are two scuttle hatches to each hold.

SATURDAY, JULY 13

Toledo at midnight. Started unloading at 1 a. m. When I woke she was unloaded almost down to the bottom. There are a lot of boats waiting for coal and we are going up light, for the first time this year. Finished unloading at 7:30 and left at 8.00. The *Michigan* left twenty minutes earlier and we're trying to pass her before the rivers. Boy, this boat better do that, at least. She's loaded. Woke early in the afternoon and took some pictures. We passed the *Michigan* about ten miles up from Lake St. Clair. We had been in check behind her and the *Irving S. Olds* was behind us. When we passed the *Michigan* the *Olds* shot past us both. The *Michigan* again passed us when we stopped to refuel at Port Huron and now she's out of sight. She can beat us in the lake. Saturday afternoon certainly brings out the yachts and speed boats and the people to watch them from the shore. The moon is a full round ball tonight.

SUNDAY, JULY 14

The lake is pretty choppy. The Port Huron-Mackinac Island yacht race started yesterday afternoon at two and we are seeing the tail enders scattered along the horizon. They all have their balloon sails out. Riding over the big waves makes the sails pop every time they hit a trough. They look like big balloons being punctured by pins, which are the spars. It got pretty rough about 7 p. m. We put all the clamps on the hatches. Captain wanted more water pumped in—40 inches in number one set of tanks, 50 in two and 60 in three. Four and five are full, and cargo No. 4 has water pumped into it. There sure are plenty of yachts around. Entered St. Mary's River about 5 p. m. It is simply beautiful with the blue skies and white clouds and very green trees along the shoreline. We finally met the steamer *Captain Secord* which I've been wanting to see. She's a bulk freighter with her cabins amidships. Entered the Soo locks at 10 o'clock.

MONDAY, JULY 15

Ah, again today is pay day. I spotted up the dunnage room walls and cleaned lanterns and stencils. We cleaned the drinking water tank, used chloride of lime and rinsed. Marquette at 1 p. m. The bumping of the boat woke me up, so I went up town and made a telephone call. Marquette sure is a swell little town. The ore was wet so loading was slow. We left at 1 p. m. It is awfully cold and damp.

TUESDAY, JULY 16

Entered Whitefish Bay about 9 a. m. Wrote a couple of letters to be put off at the Soo. Another miracle happened. We actually passed a much larger freighter (probably checked for us). I don't know how this old ship's doing it. Entered the locks at 10:00. It was a beautiful day today. I love this healthful country up here. It's perfect.

WEDNESDAY, JULY 17

Painted the life raft on the forecastle and the black railings. Just as we were coming into Lake St. Clair we met the steamer *Robert S. Jr.* I have a couple of friends on her. The captain and first mate are feeling wonderful. A little girl

on the bank yelled to the captain and asked if he'd salute her and he did it a couple of times. Through Lake St. Clair the steamer *Steelon* (Bethlehem) stayed about 100 feet off our stern, checked. She couldn't pass because of the narrow channel. Detroit at 10 p. m. (National Steel Corporation dock.)

THURSDAY, JULY 18

Filled jugs, took down lanterns, turned off lights. That's all I had to do. Went to Detroit—not just Delray (a small suburb)—after watch. It sure was hot there. Made a phone call. Got a short butch, and really short. Never again. This haircut is really something. Left Detroit for Toledo at 7:30 p. m. I guess this boat will never get to Cleveland.

FRIDAY, JULY 19

Arrived in Toledo about midnight. We had to wait for the *Ishpeming* to load. We didn't start unloading until 11 a. m. My afternoon watch was one of the hardest yet. I swept the holds, pulled hatch covers on, cleaned up gear and rinsed her down, besides taking her out at 5:30. Was I tired when this afternoon watch was over. Arrived at Detroit River at 9 a. m.

SUNDAY, JULY 21

We were five miles off Detour when I went on watch this Sunday morning. There was a beautiful sunrise and a great rainbow in the west. It rained some with the bright sunlight. After watch I lay on the first hatch with sun glasses and field glasses and got a beautiful sunburn. I was there all the way up the St. Mary's River. The *Noronic* flashed past us just above Detour. She sure is a fast ship. We also passed the *Algosteel*. I never thought we could do that. Out of locks at noon. Just passed Whitefish Point when I went on watch this afternoon. It is awfully cold up here on Lake Superior. Certainly a contrast to the terrible heat down below. Everyone has to wear jackets and sweaters. Later in the evening we got fog. I could see it coming, just like smoke, rolling along the horizon. I'm pretty warm from my sun tan, though.

MONDAY, JULY 22

Arrived at Marquette 4:30 a. m. There was a lot of work bringing her in. It took plenty of time to get into dock. We put halyards up for the house flag and for a bosun's chair. I broke an aerial and had to climb to the top of the spar. It was nervous work. Spent the afternoon with a friend who drove me all around Negaunee, Ishpeming and Marquette.

WEDNESDAY, JULY 24

Cleared St. Mary's River at 5 a. m. Soogied the dunnage room walls and stencilled the names over the doors aft. During the afternoon we finished painting the fantail and the deck forward of the after cabins. Polished all the brass-work around the captain's room. Passed Pointe aux Barques at 8 p. m. The atomic bomb was set off tonight and it was heard over our radios. We're sure lucky a couple of the fellows brought them aboard.

THURSDAY, JULY 25

Passed Detroit at 9 a. m. It was a beautiful trip down Lake Erie today. *City of Detroit* passed us at Southeast Shoals. Saw Avon stacks first, then the top of

the Terminal Tower. The *Alabama* was also going into Cleveland from Cedar Point. Secured all gear for dock. Saw my house through the binoculars. Arrived Cleveland at 8:30 p. m. Got off at the breakwall onto the supply boat. Walked up to the Square and called home.

FRIDAY, JULY 26

Worked awfully hard on my morning watch. We got passengers on this morning. The chief engineer's wife, 17 year old son, and his 16 year old daughter—wow! I had one and a half holds to sweep by myself. Up town again after the dockmen had said we'd be finished loading at 2 or 2:30. Got back at 2:15 and the boat was half way to the breakwall. I was plenty fussed but decided to catch her at Detroit. Went back to the house, then on to the airport, where my uncle's airplane was parked. He put his small daughter on my lap and we were all off for Toledo at 3:15. He has a slick job (L-5). We followed the coastline up and I saw my ship from 1500 feet above Lake Erie. Something to tell the fellows, all right. It was very clear. When we were over Sandusky, we could still see Cleveland plainly. It was a wonderful fifty minute trip. Ate supper at my aunt and uncle's house. Then caught the 9:55 bus. Toledo to Detroit. Slept all the way. Detroit at 11:20 p. m. I was worried about when the boat would pass for fear I'd miss her, and also about the whereabouts of the Westcott dock and boat. Got there at midnight after a lot of useless walking. The boat passed at 12:05. The fare—\$2.30—WOW. They were ready for me to come aboard knowing I'd be there or else. Went right to bed and slept two hours. Hard to keep awake on the morning watch. Going around in a daze most of the time. Rinsed down both ends of the bugs and those lousy Canadian soldiers. Certainly a wonderful day.

SUNDAY, JULY 28

Funny thing, this morning. I walked into the paint locker and started to clean brushes automatically. The watchman said, "What you doing?" It's Sunday and I'd forgotten. I did a lot of walking, though. There were so many log readings when we passed through the Straits. Mackinac Island at 8:30. The lake is pretty choppy and there's a heavy wind. Our automatic steering point setter is finally working. Steered in the afternoon.

MONDAY, JULY 29

Arrived Milwaukee, 12:30. Woke then and didn't get any sleep the rest of the day. Lay in bed till my watch. This is very light coal and unloading isn't too hard. I sounded most of the watch tonight. I also pulled a boner. After sounding starboard side of No. 4 I forgot the port side for about ten minutes and let it run up to eight feet. The mate was plenty mad because of the work involved and the carelessness on my part. I'll agree with him.

TUESDAY, JULY 30

Had to close the remaining seven hatches after cleaning up. We all rushed around like fools getting the deck cleaned, gear put away and everything secured. We had the boat ready for the tugs at 5:30 a. m. and waited till 7:00 when both of them came, the *Roger* and *Welcome*. This was stupid morning

watch. Passed right next to the *Milwaukee Clipper* and I got a good view of her. Cleared breakwall at 8:15 a. m. The lake is terribly choppy and we're going on a steady wide roll all the time. It's hard to write this standing up. Sturgeon Bay light at 3:15.

WEDNESDAY JULY 31

Arrived Escanaba at 2:45 a. m. When I went on watch we were ready to load with everything shipshape except opening the hatches. We're at the very end of Dock 6, facing the town. The *J. H. Sheadle* cleared half an hour after we arrived. She and the *Joilet* are right ahead of us. First time any of us have seen the *Sheadle* this year. She was partially overhauled and looks beautiful. All new afterworks and a complete paint job. She's the fastest freighter on the lakes now. Two other freighters much larger than ours came in, loaded and cleared before we did, the steamers *Joseph Black* and *Hindman*. Cleared at 2 p. m. We were there twelve hours when we should have been loaded in four. Finished cleaning up in forty minutes. There's a beautiful sunset and our smoke and wake make a beautiful picture on the water.

THURSDAY, AUGUST 1

Well, today is pay day and I got a good check for \$82.03. They woke us up at noon for a fire drill but it was just a good excuse for the captain to hand out the checks for everyone at once. Spent afternoon till watch, on No. 1 hatch and got a beautiful burn. The weather was just right. Passed Pointe aux Barques at 10:00. I painted black railings on both morning and evening watches. Tomorrow is my last day.

FRIDAY, AUGUST 2

Passed Port Huron at 5 a. m. Met the *Yosemite*, the first old boat brought out. She looks a wreck. All the cabins are rusty and everything is dirty. My watch fell perfectly this morning. All four hours on the rivers. I painted the stairs on the after bulwarks that are used when the ladder is over the side. We hit Lake St. Clair at 8:00. I fell asleep before passing Belle Isle. The *Joseph Frantz* passed us. She certainly is a beautiful ship. (Flagship of Columbia Transit Company). I got five letters and two rolls of film. Took all the pictures I could of the boat and some of the fellows. Odd jobs in afternoon watch. The painting is finished but there is cleaning up to do. The *City of Cleveland* passed us at East Shoals Point. At Lorain we could see the glow of Cleveland. We had a funny feeling in us. Rocky River was lit up all right. Lakewood, too, had a glow, probably Detroit Avenue. There were two bright lights in the middle of the flats. We finally found out they came from the Indians' night game. Arrived at the breakwall at 10:30 p. m. There were about twenty fellows all dressed up ready to go into town. I had a lump in my throat when I said goodbye to the fellows. They certainly were a swell bunch. They said to come down to the boat when she comes to Cleveland. I went to the boat supply office in the skiff and called home.

Marine Intelligence of Other Days

By CAPTAIN JOHN

A series of reprints from old newspapers on Great Lakes affairs of earlier days. Readers are invited to contribute similar brief sketches from local papers to be found in their libraries or historical societies. Thus may valuable material be made available to all.

—EDITOR.

STEAMBOAT RACE ON THE LAKES

“The new steamer *Sultana* had a race lately with the old broom carrier, the *Empire*, from Chicago to Detroit. When the *Sultana* arrived at Manitou Island, the *Empire* had just left, and there was great commotion on board. The woodman on the dock informed them the *Empire* had been there two hours, taken in forty cords of wood and had been gone about forty minutes. There was a shout on board the *Sultana*, when they heard this, which told that the passengers were getting up steam for the chase. The dancing which was going on in the after cabin was broken up, and all hands fell a wooding. A man with a lantern could have seen the editor of the *Cleveland Herald* ‘toteing’ in wood, sweating like a wood chopper and a little further on the dock the editor of the *Plaindealer* might have been seen doing his best at hustling in the wood.”

Scientific American, vol. 2 no. 47, New York, August 14, 1847

CONSUMPTION OF WOOD

“The *Chicago Tribune* states: That the *Empire* burnt 700 cords of wood on some of her trips between that port and Buffalo, and that the average consumption is about 600 cords. Estimating the number of trips in a season at thirteen, the consumption is equal to 234 acres of timber — employing forty wood cutters at an expense exceeding ten thousand dollars.

There are sixteen first rate steamboats engaged in the upper lakes trade.”

Niles National Register, vol. 74, December 20, 1848

JAMES MADISON

“The *James Madison*, steamer, is expected daily in our harbor. We hope she will not disappoint those who have been engaged ‘doing nothing else,’ but looking for her for two days past. What an interesting employment it must be to look for a steamboat!”

Chicago Daily Journal, April 8, 1845

GREAT LAKES CALENDAR

By BERTRAM B. LEWIS

APRIL, 1947

Navigation through the Soo locks for 1947 was opened officially at 3:25, April 11 when the Steamer *Joliet* of the Cleveland-Cliffs fleet, carrying a cargo of coal for the Algoma Steel Corporation, at Sault Ste. Marie, Ontario, was locked through upbound. She was followed a few minutes later by the *A. A. Augustus* and the *D. P. Thompson*. Captain J. M. Campbell of the *Joliet* was greeted by a welcoming committee and was presented with a ship's clock as a reward for being the first skipper to bring his vessel through. Navigation through the Soo opened on March 25 in 1946 when the steamer *Sir Thomas Shaughnessy* was locked through.

The first passage through the Soo, however, did not mean that the ships were to have clear sailing. There followed one of the toughest battles against the ice in Whitefish Bay and the St. Marys River in years, and although the coast guard icebreaker *Mackinaw* and the carferry *Ste. Marie* did yeoman duty in clearing the ship lanes, it was several weeks before "summer runs" to the head of the Lakes and return were possible.

APRIL, 1947

Sale of the 46-year-old bulk freighter *William J. Connelly* to Richard E. Dwor of Port Colborne, Ontario, was announced by William J. Connelly, president of the Dolores Steamship Company, her owner. It was expected that the 5,600-ton carrier, which had been operated by Boland and Cornelius, would be taken over by Montreal interests. The sum involved was said to be about \$150,000.

The steamer *Fred L. Hewitt* changed hands for the second time in a few weeks. The freighter, of 9,000-ton capacity, which had been purchased by the Bison Steamship Company from the Overlakes Freight Corporation was sold by Bison to Colonial Steamships, Ltd. of Port Colborne at an undetermined price. The 460-foot vessel was built in 1908.

MAY, 1947

The delay to ore carriers earlier in the year caused by ice jamming the gates of the Soo locks was causing some Great Lakes navigators to conclude that the United States Corps of Engineers should replace the "tropical" locks with ones more appropriate to conditions existing at the Soo in early and late periods of navigation.

At times in April scores of ships had been lined up above and below the locks as a result of ice jamming against the gates, making it a major operation to

open them. In order to release the ice from the cable-operated portals it was necessary for the lock crews to use pike poles, paddles, lines and other equipment.

The gates themselves were "fanned" to assist in the operation and sometimes when the gates' cables were parted it was necessary to send divers below to renew or refasten them.

Some navigators believed that all of the troubles at the locks could be eliminated by modernizing the gates and providing means of removing the ice from the lock canals. One proposal was to remove the ice from the gates by hydraulic or mechanical means. It was also suggested to have the gates raised from the bottom or operated vertically from the sides.

Another suggestion was that a "quadrantal sector" gate be installed on the grounds that it would be more rigid and could be made to eliminate all manual labor in removing the ice around it.

MAY, 1947

Cleveland Tankers, Inc. purchased the 298-foot steamer *Edgewater* from the Ford Motor Company of Detroit for conversion into the concern's fifth tanker. The ship being converted at the Bethlehem Steel Company's yard at Staten Island, New York, in its new role would have a cargo capacity of approximately 30,000 barrels and would be used primarily as a gasoline carrier between East Chicago, Lockport and Lemont, Illinois and Lake Michigan ports.

The *Edgewater*, built at the Great Lakes Engineering Works at Detroit in 1936, had been used by Ford to carry auto parts from Detroit to Edgewater, N. J. and raw materials on the return trip. In World War II she was taken over by the government and was used in the coastwise sugar trade between Atlantic ports and Cuba.

MAY, 1947

The first daily passenger ferry service between Port Clinton and Put-in-Bay and other Lake Erie islands since 1906 opened May 16 when the motorship *Mystic Isle* of the Erie Isle Ferry Company began operations. The 110-foot, all-steel vessel was equipped to carry 335 passengers and 18 automobiles. Port Clinton staged a big civic celebration to observe the resumption of service.

MAY, 1947

The Lake Carriers Association placed before its members its recommendations for the type of radar best fitted for use on the Great Lakes. At the end of World War II the Association had invited all radar manufacturers to join it in research on six lake vessels to develop over-all performance specifications.

By the end of 1946 enough data had been gathered to permit Jansky & Bailey of Washington, the Association's consulting engineers, to prepare the approved specifications, which called for the use of the 10,000 megacycle X band with peak power outputs of at least 30 kilowatts, a maximum range scale of 40 miles and a minimum of one to two miles.

The Association, which hoped that the use of radar would greatly reduce shipping losses, pointed out that from 1910 to 1946 losses involving vessels of 1,000 gross tons or more included 21 collisions in which 75 lives and 69,841

gross tons of shipping were lost. In the same period there had been 37 strandings, costing 45 lives and 92,458 tons of shipping.

JUNE, 1947

The steamer *J. H. Frantz* of the Columbia Transportation Company was on her way to Port Washington, Wisconsin with the largest tonnage of coal, 14,886 tons, ever loaded into a vessel in the history of the port of Conneaut.

JUNE, 1947

The trial trip of the new tug, the *John Roen IV*, one of the largest and most powerful on the Great Lakes, called leading shipping figures from all over the lakes area to Sturgeon Bay, Wisconsin on June 8. The vessel, 150 feet long with a 33-foot beam, developed 2,260 horsepower in her Diesel engine and carried 120,000 gallons of fuel oil, said to be enough to permit her to operate two months without putting into port.

After her initial run to Charlevoix, Michigan she settled down to towing and salvage work on the Great Lakes under the command of Captain Knut Svendsahl.

JUNE, 1947

The 8,000-ton Canada Steamship Lines' freighter *Emperor*, loaded with iron ore and bound from Port Arthur, Ontario to Ashtabula, sank at 4:10 A. M. June 4 after having struck the Canoe Rocks, near Isle Royale in Lake Superior. Twelve persons, including Captain E. Walkinshaw, lost their lives and 21 survivors were picked up by the coast guard cutter *Kimball*. The *Kimball*, which had been setting up navigation lights in the Isle Royale area, had received a distress signal from the *Emperor* and had raced to the scene, but the ore carrier already had disappeared.

Later it was determined that the freighter had broken in two at the No. 10 hatch. The forward section settled in 64 feet of water, with only her mast and the roof of her pilot house showing above water. Divers tried in vain to locate the aft section of the ship, which was believed to have slipped off the rocks into deeper water.

NOTES

*The G.L.H.S. Annual Report, 1946**

IN THE YEARS 1946 and 1947 to date, The Great Lakes Historical Society has continued to grow although at a slower pace than in the first two years of its existence. Membership now numbers 622, but, as consecutive numbers are assigned to each applicant, it is necessary to subtract about forty names of persons who have been dropped because of death, change of occupation, or other reasons.

Various meetings of the Editorial Advisors and the Executive Board have been held at intervals throughout the year, but due to the prolonged illness of our Executive Vice-President during the late summer and fall these were not as frequent as we wished. Other projects too necessarily were set back by this regrettable circumstance, which is now fortunately remedied. We have had other difficulties too this year. The first of the year 1947 the cost of printing our quarterly magazine, *INLAND SEAS*, was raised beyond our ability to pay and it was necessary to look elsewhere for a printer who could turn out equally good work at a lower price. Bids were submitted to a number of firms and that of the Snyder Printing Company accepted as it was the lowest. We were fortunate in finding this young

and newly expanding firm which is bringing out *INLAND SEAS* practically unchanged in format at a price within our means. Another loss to our organization was the help of Jewell Dean, the former Marine Editor of the *Cleveland Plain Dealer* and a supporter of The Great Lakes Historical Society from its beginning, who left Cleveland to accept another position. However, his successor, Bertram Lewis, has consented to continue the Great Lakes Calendar section of *INLAND SEAS* and his work appears in this issue.

It has been our good fortune this year to enlist the interest and support of Howard Allen, University Editor of Western Reserve University, who is now one of our Editorial Advisors. His advice, particularly in the promotion of *INLAND SEAS*, has been of great value and several promotional projects are already in the making.

The Great Lakes Historical Society is exhibiting again at the Mid-America Exposition with the cooperation of the Power Squadron and the Public Relations Department of the Library. We also had a small exhibit which attracted considerable attention at the Great Lakes License Officers Winter Forum at the Carter Hotel, January 7th to 8th. The Picture Committee, Mr. Lawrence Pomeroy, Chairman, has been instrumental in obtaining some valuable gifts

*As presented at the Annual Meeting, Cleveland Public Library, Cleveland, Ohio, May 22, 1947, by Donna L. Root, Secretary.

of old lake prints and photographs. The Society has been invited by the Steamship Historical Society of America to meet jointly with them and the Detroit Marine Historical Society at Detroit in the fall of 1947. A committee has been appointed to work with committees of the other Societies.

Thanks are due to the continued support of the staff of the Cleveland Public Library for contributions to the Book Review section of INLAND SEAS and to my own staff for secretarial assistance and for the care of the growing files of Great Lakes material which we are building. Thanks go again to the Power Squadron, the Coast Guard, and Detroit Marine Historical Society and also to the members both organizational and individual who loyally support us. It is our sincere belief that the coming year will see our 1946 difficulties overcome and that the activities and influences of the Society will expand in the future.

G.L.H.S. Annual Meeting

ANOTHER SUCCESSFUL YEAR for the Great Lakes Historical Society was closed by its annual meeting in the Great Lakes dining-room of the Cleveland Public Library, May 22, 1947.

At the business meeting after the dinner a nominating committee, consisting of William Ganson Rose, Chairman, Joseph L. Garvin and Ernest L. Kirkwood, presented these nominations for officers for the coming year: President, Alva Bradley; Executive Vice-President, Clarence S. Metcalf; Managing Editor, Donna L. Root; Secretary, A. A. Mastics; Treasurer, Leo P. Johnson. These nominations were unanimously approved.

Toastmaster Metcalf next called on President Bradley, after announcing the latter's generous gift of \$500 to the Society. Mr. Bradley spoke as follows:

"Our family history in this region goes back almost to the starting of Great Lakes shipping. My grandfather built ships in 1840 in Vermilion, Ohio. From then until his death in 1885 he had some forty vessels. He sailed mostly from Milan, Ohio, with grain to Buffalo, thence across Lake Erie to bring lumber back from Canada, the lumber for wooden ships being unavailable on this side of the lake.

"As a young man my grandfather lived at the Edison home at Milan, and Thomas Alva Edison was named for him. He moved from Milan to Vermilion. I have a copy of the original contract under which the first ship was built; for this ship he supplied only the spikes.

"My father spent much time in developing the Great Lakes. He organized and was the first president of the Lake Carriers Association. Finally, when I was a young man, a collision caused the loss of a ship, the *John Martin*, at Port Huron. My father said, 'That is all the boating I want,' and we got out of the boat business.

"I am much interested in this Society, and believe that it has a great future."

The reports of the Secretary, Donna L. Root, and of the Treasurer, Leo P. Johnson, were then presented. The Secretary's report is printed in this issue.

A report from the Picture Committee (Lawrence Pomeroy, Chairman, Bernard Vixseboxse, Richard D. Bibby, Fred W. Dutton and W. A. McDonald) was presented by Mr. Pomeroy. The Committee is trying to collect pictures of current vessels and has a card file

of persons and ships. Mr. Vixseboxse has given many prints, and there have been other gifts, including a model from a 14-year old boy in Mantua.

Mr. Metcalf pointed out some ship models on display, made by Charles V. Roebuck, who is paralyzed. Members interested in getting some were asked to communicate with Mr. Roebuck at 617 N. 11th Street, Saginaw, Michigan.

The chief event of the evening was the address, "United States-Canadian Treaties affecting Great Lakes Commerce and Navigation," by Gilbert R. Johnson, a Cleveland admiralty lawyer. This address will appear in a later issue of *INLAND SEAS*.

Following the showing of a film, "America Sails the Seas," the meeting adjourned.

Mr. Mather Retires

WILLIAM GWINN MATHER, first citizen of Cleveland, and long associated with Lake industry, resigned on April 9 as chairman and member of the board of directors of the Cleveland-Cliffs Iron Company and of the Cliffs Corporation.

As Mr. Mather is in his ninetieth year, it is not surprising that he wishes to lighten his burdens. It is certain that he will not drop any of the good works for which, among the well-informed, he has long been noted.

By becoming a sustaining member of the Great Lakes Historical Society at its very outset, Mr. Mather testified to his deep interest in the history of this region. *INLAND SEAS* salutes a gallant gentleman, whose name honors any roster and wishes him many years of health and happiness.

*Behind the Waterfront**

LOUIS JOSEPH GILBERT is 70. He is not much taller than a mooring post but much broader.

His scowling weather-beaten face, hidden beneath a weather-beaten cap, is a fooler. He appears to be angry at the world and particularly at anyone within reach. But his scowl hides a cheerful disposition and a genuine friendliness.

Gilbert, who for some reason or other is also known as "Blackie," is a dispatcher for the Great Lakes Towing Company. His office is on a dock near the harbor entrance, across the Cuyahoga River from the coast guard life station.

There from a comfortable perch which resembles a baby's huge high chair, Blackie scans the lake through binoculars so that he can tip off the tug office up the river when a tug will be needed.

Or, if he should be busy with vessel records at his desk, he listens for the four long blasts of the freighter whistles which mean that a tug is wanted.

The lakes are almost as much a part of Blackie as eating and breathing. He began his 55-year career on them as a schooner's "boy" at 15 and hints that any seaman who says he started sailing at the age of 12 is a person of questionable veracity.

As a "boy", Blackie had to pare potatoes, help serve meals, scrub the decks and perform a score of other duties required of an apprentice sailor. For this he got \$12 a month and board.

Blackie has been shipwrecked two or

* Reprinted from the *Cleveland Plain Dealer*, June 15, 1947.

three times, but why this should interest anyone is beyond his understanding. One time on Lake Huron when there was "quite a chunk of sea running," the barge *San Diego* on which he was a sailor got water-logged and the crew had to take to the boats. They were picked up four hours later.

Another time, in the St. Clair flats, his ship got into trouble and the crew had to leave her. This incident, he said, was not worth recalling.

Blackie's language can politely be described as "colorful." Because much of his speaking is done through a loud-speaker as he talks to vessels a mile or so off the harbor entrance, or through a megaphone when the vessels are nearer, the effect is often startling.

On occasion, when he feels it is impolite to let himself go through the megaphone, he drops it to his side and continues his address with great feeling and satisfaction without amplifying assistance.

The fact that he often talks through clenched teeth adds to the astonishing effect.

Blackie's office is cozy. There is a pot-bellied stove to keep it warm in early spring and late fall. He also uses this in making tea for lunch. Driftwood, washed up to his doorstep, is piled neatly along the wall for fuel. A tin wash basin and soap are on a stand.

A marine picture, showing a beautiful girl removing her last bit of clothing preparatory to going in swimming, brightens the wall before his desk.

Sometimes in the fall, when the waves roll high, he is forced to abandon this attractive place for safer quarters. On these occasions he opens the door, waits for an interval when the sea is gathering strength and "runs like hell" for

the shore end of the dock, with the lake in mad pursuit.

Blackie works from 7 a. m. until 3 p. m. and two other oldtimers of the lakes, William Spooner, 80, and Walter Patterson, 69, finish out the rest of the 24 hours.

It was 3 o'clock and Blackie wanted to know if he could bum a ride back to his lodgings at the Wayne Hotel on Lakeside Avenue.

As the car approached the New York Central tracks a bell clanged and the bridge swung in to permit a freighter to pass down the river.

"Let's stop here a minute and watch this . . . tub pass through the bridge," he suggested.

—BERTRAM B. LEWIS

The Wrong Argo

A MISUNDERSTANDING caused the appearance of the photograph of the *Argo* on page 94 of the April issue of INLAND SEAS. This is not the *Argo* of the story on page 101, which was built at Detroit about 1830 for ferry purposes across the Detroit River.

The one published was built by the Craig Shipyards at Toledo for Graham and Morton of Benton Harbor, Michigan. Of 1089 gross tons, she was 173 feet in length, 31 beam and 20 feet 8 inches depth. She was placed on the route between Chicago and Holland, Michigan, running all season except in January and February, making two trips daily during the summer. In November, 1905 she struck a pier in a storm and went ashore at Holland. The photograph shows the taking off of the crew.

In 1906 she was repaired and sold

and her name changed to *Racine*, the new owners being the Chicago, Racine & Milwaukee Line. During the first World War she was sold to the French government and converted into a tug, which was named *Rene* in 1917. She operated out of Brest, France for many years.

—LOUIS BAUS

Iron Money

THERE IS ONE interesting chapter in Upper Michigan history of which little has been written, and possibly only a few of the old pioneers remember the days of "Iron Money," a currency that was in use for about fifteen years following 1855.

After the discovery of iron ore at Negaunee by William Burt in 1844, the mining of iron ore started about 1846 and from then steadily increased until it assumed its present vast proportions.

This district at that early time was a dense and unpopulated wilderness and was nearly inaccessible except by way of the Great Lakes, and consequently, shut out from business communication with the rest of the world during the long season of each year when navigation was closed.

The ore shipped from the mines on the Marquette Iron Range found a market in the eastern cities, at a great distance by lake travel from the range. The various mining companies had their head offices, where their funds were kept and their financial affairs were managed, in the cities of New York, Boston, Cleveland, Pittsburgh, Detroit and Chicago.

Large monthly disbursements were required at the mines, mostly for the

payment for labor. The transportation of currency to the iron range for this purpose, even during the season of navigation, was very expensive and extra hazardous. During the season when navigation was closed, it was almost impracticable on account of the risks of travel through one hundred and twenty miles of wilderness by dog sled or stage.

Up to the event of the coming of the railroads there were no banks of circulation in the region, and even as late as 1875 the banking facilities were wholly inadequate to carry on its needs.

As early as 1852 it became the practice among the various mining and fur-nace companies to pay the monthly amount due their laborers with drafts drawn by the mining superintendent or agents upon the treasurer of the company at their principal office. At first these drafts were drawn for the exact amount due the laborer, but in this form the bearer had great inconvenience to negotiate them for the purpose of his needs. This led to the issuing of drafts in \$1.00, \$2.00, \$3.00, \$5.00, and \$10.00 denominations and enabled the miner who had, say, \$100.00 coming to him, to receive twenty \$5.00 drafts of so called Iron Money. This enabled him to go to one store to buy his sugar, flour etc. and to another for his clothing, and to an old cobbler on Jackson Street, where for \$1.00 he could get a quart of whiskey for medical purpose only, just the same as if he had real money.

About 1872, Robert Nelson, a banker in Ishpeming, called the Bureau of Internal Revenue's attention to "Iron Money" by sending a dollar bill and inquiring if the use of such currency was legal. As the statutes provided that

banking associations were subject to a 10% tax on all notes or drafts of any persons after August 1, 1866, they at once sent a government agent to Negaunee to collect this tax.

The agent, Colonel William A. Gavett, picked up his first sample of "Iron Money", paid to him in change in settlement for his dinner at the old Jackson House, then kept by James Trembath. He at once started to make the collections of 10% from all mining companies, banks, etc. It was claimed he collected over \$1,000,000.00 "Iron Money" tax before a relief bill was passed in Congress in 1876. He is said to have received one-half of the tax collected.

There was no "Iron Money" issued after 1872, as the railroads had penetrated the Iron District and real currency could be obtained.

The paper on which these notes or drafts were printed was just ordinary paper, offering few difficulties in their duplication, and became a great temptation to counterfeiters. Only one case is on record however, that of a Negaunee doctor whose practice was not sufficiently remunerative, due to his excessive drinking, to keep him honest. He attempted counterfeiting these notes with considerable success.

Doctor Crucial confined his efforts at money-making, to counterfeiting the drafts of The Jackson Iron Company. His imitation of Henry Merry's signature was so perfect that even Henry Merry himself could not detect it. The first counterfeit was discovered by a duplicate number and closer examination revealed the fact that the counterfeit was a trifle shorter than the genuine and that the numbering was poorly done.

Doctor Crucial had an office and living quarters on the second floor of the building now occupied by the Red Owl grocery on Iron Street, and associated with him was a man named Wheeler, who worked at the Ogden House, where the Breitung Hotel now stands. Also associated with him were a man named Peck who was Negaunee City marshal at the time, and a roustabout, Ben Trowbridge, who worked at the old Negaunee Hospital, and who circulated the money. Doctor Crucial and Wheeler printed the money or drafts in his office, and when the County Sheriff got on their trail they dumped a bag full of the printed money out of a rear window. It was soon found and used as evidence against them.

There was never any question as to the identity of the guilty parties, but Judge James O'Grady, then upon the bench, dismissed the charges upon the ground that no crime had been committed as the money said to have been counterfeit was, in fact, not money at all. The decision was a great surprise to all, and many thought if there was no counterfeiting, there was forgery or at least the crime of obtaining money under false pretenses. They escaped punishment, however, on a legal technicality.

The Jackson Mine was the earliest of the iron mining enterprises in this district, the first ore being mined in 1846 and in 1848 the first bloom was made. The Jackson Mining Company was incorporated April 3, 1848, but the company was changed April 2, 1849 to the Jackson Iron Company. This company was purchased and became a part of the Cleveland-Cliffs Iron Company in April 1905.

The Cleveland Association, owners of the Cleveland Mine, was formed in 1849, but did not file articles of association until March 29, 1853, and became known thereafter as the "Cleveland Iron Mining Company." This company in 1890 purchased the holdings of the "Iron Cliffs Company" (which had been formed in 1864), and their holdings included the Cliffs Shaft, Barnum, Salisbury and Foster mines, as well as a large holding of mineral and timber land. This consolidation resulted in the formation of "The Cleveland-Cliffs Iron Company," which was incorporated May 9, 1891.

The Collins Iron Works operated a furnace near Marquette during 1855 to 1858 producing 41,997 tons of iron.

—R. A. BROTHERTON

Origin of Put-in-Bay

THE ORIGIN of the name Put-in-Bay has not been discovered. According to popular tradition it had its beginning when Commodore Perry ordered his ships to be "put in the Bay." This conclusion is erroneous and misleading as the following documents prove.

On a map drawn by Lieutenant Robert Pilkington of the Royal Navy, dated 1794, the harbor of Put-in-Bay is indicated as "Hope Cove." The reason for this is given by David Zeisberger, the Moravian missionary, as a footnote in his *Diary* dated 1786. He states "it is so called because the vessel *Hope* was one time frozen in here." Unfortunately he does not reveal the date of the incident.

As no account of this boat could be found in American Naval or Military papers, a search was made in the Ar-

chives of Canada and there in the manuscripts of the Provincial Marine much of interest was disclosed. The *Hope* was a British schooner and described as follows:

<i>Hope</i>	carrying 3 guns
	Length of Keel for Tonnage 47 ft.
	Breadth of Extream 18 ft.
	Depth of Hold 7 ft.
Carries	1 Master & Commander
	1 Lieutenant
	1 Mate
	6 Seamen

It was used for transporting cedar from the Lake Erie Islands to Amherstburg and finally was wrecked in Lake Huron on October 21, 1805.

The map of Lieutenant Pilkington clearly shows that the name "Hope Cove" was in use for this bay in 1794 but it was not so designated in 1798. From *A Copie of His Majesty's snow Ottawa's Logg Book Comencing the 5th of April 1798* we quote:

5th of April Sailed from Pudon bay arrived at Amherstburg at 4pm
2nd May Sailed from Amherstburg in Ballest the Schooner *Maria* and *Shanee Fether* in Company, arrived in Pudon Bay on the 6th of May
15th sailed from pudon bay the *Maria* and *Shanee Fether* loaded with Cedar Timbers for Shipbuilden arrived at Amherstburg on the 16th.

From *Copie of Schooner Maria log Booke Comencing 2nd May 1798*:

2nd May Sailed from Amherstburg in Ballest the snow *Ottawa* and *Shanee Fether* in Company, arrived in pudon bay 6th May, 15th Sailed from pudon Bay the *Ottawa* and *Shanee* in Company loded with Cedar Timber for Shipbuilden arrived Amherstburg 16th May.

A letter from Brigadier General Proctor to Sir George Prevost dated at Sandwich, August 18, 1813, relates in part:

Sir . . . we have been in hourly expectation of seeing the enemy. I now suppose they are establishing themselves on the Bass Islands which form Putin bay, an excellent harbour.

In the very fine collection of old maps in the Canadian Archives there is one dated August 15, 1815 drawn by W. F. Owen on which all the water lying between South Bass Island and Middle Bass or Isle La Fleur, is marked "Put in Bay."

From the above data it would seem

that the term "Hope Cove" was in use prior to 1798, but from then on the name Pudon or Pudden bay became general, and at last in 1815 on Owen's map we find it with the present day nomenclature. This data also implies that whenever Put in Bay or Pudon bay was mentioned it was the body of water and not the island that was intended, and proves that the name was a familiar one among British seamen long before Perry's day.

MRS. GRANT RIDEOUT

References

Canadian Archives, Ser "c" v. 722A, pp.34-70
Ibid, v. 724, pp. 17, 18, 19
Ibid, Map Division

The Great Lakes in Print

An Index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the Lakes.

American Neptune, January, 1947, p. 42-65. Early Great Lakes steamboats; Westward Ho! and flush times, 1831-1837, by H. A. Musham.

Bulletin of the Detroit Historical Society, March, 1947, p. 4, 9. A Border Raid in the War of 1812, by Fred Coyne Hamil.

June, 1947, p. 7. Some books of interest for Detroit history since 1939, by Herbert Beecher Hudnut.

Business Week, May 31, 1947, p. 41-48. The new American market: Great Lakes.

The Canadian Geographical Journal, May, 1937, p. 202-215. The Welland Canal, by Lyne and Richard Harrington.

Indiana History Bulletin, February-March, 1947, p. 92-93. Early man in the Great Lakes region, by Emerson F. Greenman.

Northwest Ohio Quarterly, January, 1947, p. 12-22. Recollections of old Winameg, by Dresden W. H. Howard.

The Ohio State Archaeological and Historical Quarterly, April, 1947, p. 179-187. The Great Lakes Historical Society, by Donna L. Root.

Southern Folklore Quarterly, March 1947, p. 54. Folklore bibliography for 1946, by R. S. Boggs. (Lists John Bennett's article, *Perry's victory on Lake Erie*, INLAND SEAS, July, 1946, pp. 155-158).

Travel, March, 1947, p. 30, 32. The bridge that friendship built, by Jack Yarmove.

Western Pennsylvania Historical Magazine, March-June, 1946, p. 1-34. The Bates boys on the Western waters, by Mrs. Elvert M. Davis.

Book Reviews

AN ECONOMIC HISTORY OF CANADA, by Mary Quayle Innis. Third edition. Toronto, The Ryerson Press, 1946. \$4.00.

The first economic history of Canada ever published, by the wife of a Toronto professor of economics, throws much light on the country's background, including of course the Great Lakes area.

Canada's history begins with fishing. The teeming waters of the Banks seem to have tempted European fishermen even before Columbus and Cabot, and certainly have drawn them ever since. Though England made Labrador and Newfoundland known to the world, continental fishermen reaped most of the early profits. This was largely a matter of salt. Salt obtained from the evaporation of sea water, being more uniform in its quality than mineral salt, was used exclusively for curing fish. On the misty English shores evaporation was uncertain and commercially impossible; but France, Spain and Portugal produced evaporated salt in large quantities.

If fish brought newcomers to Canada, furs lured them inland up the St. Lawrence. The vast resources in timber brought a less nomadic type of industry. The north shore of Lake Ontario was long the most important lumbering region, but as lumbermen cut further and further into the interior, leaving greater and greater distances over which logs had to be hauled to the water, railroads replaced much of the water trade. Saw mills were planted at convenient power sites, to reduce the hauling distance.

Ship-building was originally an important industry, with Quebec the center for building wooden ships. The introduction of iron ships and the development of the port of Montreal eclipsed Quebec. For a time vessels were built on the lakes to carry flour and lumber from Toronto and Kingston to Liverpool; but by the '80's sailing vessels were being turned into barges and hauled by steam tugs. The great days of sail were over on the lakes.

The export of wheat began about 1876, almost as soon as western lands were taken up. Transporting the crop was a perennial problem. One of the weakest links in the chain was the St. Lawrence waterway. Though the Soo Canal was nineteen feet deep and the Welland Canal fourteen, the St. Lawrence Canals were not deepened to fourteen until the end of the nineteenth century. In 1901 the Marconi system of wireless telegraphy was installed between Chateau Bay and Belle Isle. About 1905 the captain of a steamer leaving Quebec could know weather conditions along the entire river and plan accordingly. Larger vessels

put in at Montreal. In 1900, 474 feet was a regular length, but by 1909 boats were 600 feet long.

Mrs. Innis ends her story at 1914. She writes readably, and evidently has studied her subject thoroughly. Her book is a valuable contribution to the history of Great Lakes traffic.
G.W.T.

THE BUCKEYE COUNTRY: A PAGEANT OF OHIO, by Harlan Hatcher. New York, G. P. Putnam's Sons, 1947. \$3.75.

Harlan Hatcher's popular *Buckeye Country*, first published in 1940, has now been brought up to date under a new publisher.

The legends, landscape and history of Ohio woven into a colorful narrative create a panorama of rolling hills, fertile plains and busy harbors contrasted with the quiet levees of old river towns and such characters as Mary Green, first and probably only woman pilot on the Ohio River, who successfully brought the *Greenland* at low stage, from Pittsburgh to the World's Fair at St. Louis.

The founding and settling of Ohio, her contributions to education, architecture, art and literature, as well as those native sons who have occupied the White House, have not been neglected. There are sixty-one excellent and varied illustrations which further increase the enjoyment of the reader.

Mr. Hatcher, in all modesty, might well have included his own volume in his mention of important Ohio authors and their works.

— J. C. S.

THE MYSTERIOUS SEA, by Ferdinand C. Lane. Garden City, N. Y., Doubleday, 1947. \$3.50.

Presented in scintillating discourse are varied theories of the ocean's origin, the physical nature of the sea and its movements, portraits of the life which abounds in salt water even to its profoundest depths, history of navigational enterprises and mariners' lore, mineral wealth, climatic and political influences of the seas. "Mystery is the sea's most enduring charm," for though water covers nearly three-quarters of the globe, we still have not solved why the sea is salt. It is evident throughout this rich collection of romanticized material and first-hand experiences, that the author's thirty years' love of the sea and all things related to it prompted the gathering into orderly fashion of countless facts which otherwise might remain buried deep in technical studies, or pigeonholed in the author's memory. While it is to be expected that such a compendium would be delved into to satisfy the specific interest of the user rather than being perused from cover to cover, this reads with the fascination of a Beebe adventure; indeed, Beebe praises the finished whole as almost encyclopedic in its coverage.

Lack of illustration is most regrettable in the descriptions of ocean contours and strange animal life, but pictorial parallels are available in R. D. Daly's *The Floor of the Ocean*, 1942, and B. Webster Smith's *The World Under the Sea*, 1939.

With magnificent disregard for citation of authorities, yet with many literary allusions; with frequent confusion of antecedents in grammatical construction,

yet with a conversational tone which draws the reader on, and with blithe carelessness of exact scientific statement which would irritate a technician, its unconventionality will delight the average reader.

—R. H. W.

WOOD, A MANUAL FOR ITS USE IN WOODEN VESSELS, by the Forest Products Laboratory, Forest Service, United States Department of Agriculture, in cooperation with the Research and Standards Branch, Bureau of Ships, Navy Department. Washington, 1945.

This authoritative manual, which has many charts, tables and other illustrations, contains results of hitherto unpublished tests of wood. It will be helpful to naval architects, shipbuilders and all who have to do with the design, construction, repair and maintenance of ships and boats. Mending leaky decks and caulking are among the topics included, and there are practical suggestions as to the winter storing of wooden boats.

Among companies which have furnished data are listed the Chris-Craft Corporation of Algonac, Michigan, and the Peterson Boat Co. of Sturgeon Bay, Wisconsin.

—G. W. T.

FORTY DESIGNS FOR POSTWAR BOATS, by William Atkin. New York, Motor Boating, 1944. \$3.00.

Here is a book of boat plans designed especially for *Motor Boating* magazine for the amateur builder who has the time, patience and a reasonable amount of skill to take on the man-sized job of building a boat. Drawings, offset tables and detailed instructions are the items given for various types such as rowboats, runabouts, sailboats, auxiliaries and cruisers. The informative descriptions accompanying the dimensioned drawings are presented in chatty, informal style so that some water-loving persons may enjoy reading about these boats even though their desire for building them is not immediate.

—C. R.

KNUDSEN, A BIOGRAPHY, by Norman Beasley. New York, Whittlesey House, 1947. \$3.75.

Norman Beasley is well known to readers of Great Lakes books for his excellent account of lake shipping, *Freighters of Fortune*. Now he has turned his attention to the salty Dane who accomplished wonders of production for Ford and General Motors, and later, as head of industrial production during World War II, made one of the most important of all contributions toward the winning of the war.

This is an intensely readable book, tracing Knudsen from his start as a day laborer in New York to his commission as lieutenant general. (This distinction must have been as unexpected and as foreign to his nature as if he had been made a bishop).

There is much about Knudsen's struggles in Washington against politics, red

tape and plain cussedness. Since this part of his career is described so frankly, it is astonishing that so little is said about his break with Ford. Knudsen is quoted as telling a friend that Ford had countermanded some of his shop instructions on production and therefore he was leaving. A few more details would be interesting.

One anecdote should be recorded because it will strike a sympathetic chord in those who have had to do with attorneys, government officials or others who expound regulations. At Washington Knudsen asked John Lord O'Brian of Buffalo to be his legal adviser in these words: "John, we are pretty busy around here. When I ask you if we can do something, tell me yes or tell me no. Don't give me the reasons."

— G. W. T.

This Month's Contributors

LOUIS BAUS, photographer of the Cleveland *Plain Dealer*, is known all over the Great Lakes for his collection of pictures of lake ships and events.

R. A. BROTHERTON, a civil engineer of Negaunee, Michigan, has often written for *INLAND SEAS*.

REV. EDWARD J. DOWLING, S. J., of the University of Detroit faculty is an ardent collector of lake information.

MRS. GRANT RIDEOUT who also wrote "Grandee of the Erie Isles" for the July 1946 issue of *INLAND SEAS* is a specialist in historical and genealogical research.

ROGER M. JONES was aide to Admiral Davis during the war and commander of the Naval Armory at Washington.

THOMAS H. LANGLOIS is director of the Franz Theodore Stone Laboratory at Put-in-Bay, Ohio.

BERTRAM B. LEWIS is Marine Editor of the Cleveland *Plain Dealer*.

ROWLEY MURPHY of Toronto, a member of the American Royal Canadian Academy and the Ontario Society of Artists, is much interested in lake history.

NORBERT NEFF is city clerk of Grosse Pointe, Michigan, and an interested member of the Marine Historical Society of Detroit.

THOMAS ANDREW SYKORA, the eighteen-year-old grandson of Clarence S. Metcalf, Executive Vice-President of G. L. H. S., plans to work on the lakes this summer for the third year.

POLLY TYLER, the granddaughter of Captain Hosea Rogers, is Acting Head of the Social Science Division of the Rochester Public Library.

M. L. WILLIAMS is assistant professor of English in the Illinois Institute of Technology.

W. R. WILLIAMS of Penetanguishene, Ontario, was the author of "Big Tugs and Big Rafts" in the January issue of *INLAND SEAS*.

Among the book reviewers: J. C. S. is Janet Coe Sanborn, curator of the Cleveland picture collection of the Cleveland Public Library. C. R. and R. H. W. stand, respectively for Mrs. Camille Rehor of the Library's Technology Division, and Mrs. Ruth Heiss Ward, Assistant Division Head in that division.

THE GREAT LAKES HISTORICAL SOCIETY

IS A NONPROFIT ORGANIZATION SPONSORED BY THE CLEVELAND PUBLIC LIBRARY

Its objectives are to:

Promote interest in discovering and preserving material on the Great Lakes and the Great Lakes area of the United States and Canada, such as books, documents, records and objects relating to the history, geography, geology, commerce and folklore of the Great Lakes.

Centralize information regarding such collections through the cooperative efforts of local historical societies and libraries throughout this area.

Sponsor an inclusive bibliography or finding list of materials on Great Lakes history and historical material scattered over the entire area and to be found in public, private and college libraries, in historical societies and religious institutions of the United States and Canada.

Publish INLAND SEAS, a quarterly bulletin containing articles and memoranda pertinent to the interests of The Great Lakes Historical Society and those interested in the history and commerce of the Great Lakes.

The Great Lakes area is the richest in the world, with a fascinating and romantic history. The Society is working for public appreciation of the courage, enterprise and sacrifice of our people who built up this great region and for permanent preservation of its history.

Annual membership fees of the Society are used for the publication of INLAND SEAS, for costs of preparation of the Lakes bibliography, and for any other projects approved by the Board of Trustees.

It offers three types of membership: Life (individual or organization), \$100.00; Sustaining (individual or organization), \$10.00 or more annually; Annual Membership (individual or organization), \$5.00 annually. Please make checks payable to The Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio.

Officers

ALVA BRADLEY, *President*

CLARENCE S. METCALF, *Executive Vice-President*

A. A. MASTICS, *Secretary*

LEO P. JOHNSON, *Treasurer*

Trustees

JOSEPH E. BAYLISS
JOHN J. BOLAND
ALVA BRADLEY
GEORGE CUTHBERTSON
CAPTAIN R. W. ENGLAND
ROY F. FLEMING
CHARLES E. FROHMAN
MILTON S. GALLUP

FREDERICK F. HILL
CAPTAIN H. C. INCHES
HARRY C. KENDALL
E. J. KULAS
JOHN A. LOWE
A. A. MASTICS
WILLIAM A. McDONALD
CLARENCE S. METCALF
LAURENCE H. NORTON

CHASE S. OSBORN
CLARENCE B. RANDALL
O. A. REYNOLDS
LOUIS C. SABIN
G. W. STAGE, JR.
GORDON W. THAYER
DR. WAYNE L. TOWNSEND
JOHN S. WORLEY

